# *Appendix L*
# *Traffic Study*

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# Programmatic Traffic Impact Study

## County of Los Angeles General Plan Update

Submitted by:

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Prepared for:

**PlaceWorks**

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## EXECUTIVE SUMMARY

This report summarizes existing and projected traffic conditions in the County's Planning Areas. The County's Planning Areas consist of unincorporated land outside incorporated City Planning Areas plus the adopted Sphere of influence (SOI).

Buildout of the County's proposed General Plan Update land use in place of the existing Plan would change traffic patterns on the County's roadway, including those monitored by the Los Angeles County Congestion Management Program (CMP), and at principal intersections. However, without implementation of mitigation measures, impacts would be potentially significant. Implementation of the proposed Plan Update would not result in a change in air traffic patterns, substantially increase hazards due to a design feature or incompatible uses, result in inadequate emergency access, or generate a parking demand that exceeds municipal code-required parking capacity. Furthermore, implementation of the proposed Plan would promote policies, plan, and programs supporting alternative transportation, and remove hazards and barriers to pedestrian and bicyclists. Therefore, with the implementation of mitigation measures potential traffic and circulation impacts would be less than significant.

## 1.0 EXISTING CONDITIONS

### 1.1 Socioeconomic Data, Trips and Transportation Performance Measures

Table 1 summarizes key transportation performance measures for the County Planning Areas including trips, vehicle miles traveled and vehicle hours of travel. Existing Transportation conditions for each Planning Area are summarized in the following section.

**Table 1 – Existing Unincorporated County Planning Area Travel Performance Measures (Daily)**

| Planning Area | Existing Daily Trips | Existing Truck Trips | Existing Vehicle Milles of Travel | Existing Vehicle Hours of Travel |
|---|---|---|---|---|
| Antelope Valley | 260,220 | 5,792 | 3,868,720 | 95,263 |
| East San Gabriel Valley | 896,100 | 29,174 | 10,208,914 | 281,574 |
| Gateway | 422,068 | 19,796 | 4,303,181 | 128,242 |
| Metro | 457,054 | 14,334 | 3,884,605 | 120,039 |
| San Fernando Valley | 135,360 | 3,692 | 1,481,508 | 41,166 |
| Santa Clarita Valley | 339,899 | 8,732 | 4,428,105 | 121,113 |
| Santa Monica Mountains | 167,122 | 4,000 | 2,424,947 | 68,105 |
| South Bay | 295,360 | 10,949 | 2,666,355 | 79,770 |
| West San Gabriel Valley | 443,589 | 11,855 | 4,519,194 | 131,002 |
| Westside | 210,707 | 5,835 | 1,886,738 | 63,382 |

Source: Southern California Association of Governments Regional Travel Demand Model

Antelope Valley Planning Area

A large portion of the Antelope Valley Planning Area is unincorporated County land, with the exception of the Cities of Lancaster and Palmdale. As of 2010, these unincorporated County areas had a population of 76,846 and employment base of 8,800 jobs. This represents approximately 20 percent of the Planning Area's population base and 10 percent of the Planning Area's employment base. These County unincorporated portions of the Antelope Valley currently generate 260,220 daily trips, 3,868,720 daily VMT, 95,263 daily VHT and 5,792 daily truck trips.

In terms of the roadway network in this Planning Area, the key arterials that pass through the County unincorporated portions of the area include the following:

North-South Highways

- 30th Street – ADT 0.04 (s/o Avenue E) ; Major Highway (between Avenue D and Avenue E)
- Sierra Highway – ADT 4.1 – 4.7 (between Avenue E and Avenue F) ; Major Highway (between Avenue B and Avenue F)
- 50th Street – ADT 8.9 – 14.6 (between Avenue M and Avenue N) ; Secondary Highway (between Avenue E and Avenue F); Major Highway (between Avenue M and s/o Avenue P)
- 47th Street – ADT N/A; Secondary Highway (between Pearblossom Highway and Mt. Emma Road)
- 126th Street – ADT N/A ; N/A
- 160th Street – ADT N/A; N/A
- 210th Street – ADT N/A ; N/A
- 240th Street – ADT N/A; Secondary Highway (between Avenue J and Avenue P); Major Highway (between Avenue P and Palmdale Boulevard)
- Largo Vista Road – ADT N/A; Secondary Highway (between Avenue Y and Big Pines Highway); Limited Secondary Highway (between Avenue Y and Pearblossom Highway)
- San Gabriel Canyon Road (SR-39) – ADT N/A ; Limited Secondary Highway
- Mount Wilson Red Box Road – ADT N/A ; N/A
- Angeles Forest Highway – ADT 3.4 (w/o Big Tujunga Canyon Road); Major Highway
- Upper Big Tujunga Canyon Road – ADT N/A ; N/A

East-West Highways

- Avenue B – ADT N/A ; N/A
- Avenue C – ADT N/A ; N/A
- Lancaster Road (SR-138) – ADT N/A; N/A
- Avenue D – ADT 2.5 – 2.9 (between w/o 110th Street and e/o 90th Street) ; N/A
- Avenue J – ADT 1.0 – 2.5 (between 90th Street and e/o 170th Street) ; Major Highway (between 90th Street and 170th Street); Secondary Highway (between 170th Street and 240th Street)
- Avenue K/Avenue K 8 – ADT 0.5 (e/o 150th Street); Secondary Highway (between 110th Street and 152nd Street)
- Avenue O – ADT 1.0 (e/o 180th Street): Secondary Highway
- Avenue P – ADT N/A : N/A
- Palmdale Boulevard – ADT N/A ; Major Highway
- Pearblossom Highway (SR-138 w/o Antelope Highway; SR-18 e/o Antelope Highway) – ADT 15.2 (w/o 82nd Street) ; Major Highway (between Antelope Highway and 263rd Street)
- Antelope Highway (SR 138) – ADT 8.2 (w/o 263rd Street) ; N/A
- Big Pines Highway – ADT 0.1 – 0.4 (between MM1.22 and MM10.79) ; Limited Secondary Highway

- Angeles Crest Highway (SR-2) – ADT N/A ; Major Highway (w/o Mt. Wilson Red Box Road); Limited Secondary Highway (e/o Mt. Wilson Red Box Road)

State Highway Network

The Antelope Valley Planning Area is served by portions of the I-5 Freeway and the SR-14 Freeway.

East San Gabriel Valley Planning Area

The East San Gabriel Valley Planning Area has several sections of County unincorporated land area including portions of South Diamond Bar, Rowland Heights, Hacienda and Avocado Heights, East Irwindale, Covina and Glendora Islands, East Azusa, Northeast San Dimas, La Verne, North and West Claremont, East San Dimas, North Pomona, Charter Oak, West San Dimas, Walnut Islands, West Puente Valley, Valinda, South San Jose Hills and South Walnut. As of 2010, these unincorporated County areas had a population of 231,906 and employment base of 29,706 jobs. This represents approximately 25 percent of the Planning Area's population base and 10 percent of the Planning Area's employment base. These County unincorporated portions of East San Gabriel Valley currently generate 896,100 daily trips, 10,208,914 daily VMT, 281,574 daily VHT and 29,174 daily truck trips.

In terms of the roadway network in this Planning Area, the key arterials that pass through the County unincorporated portions of the area include the following:

North-South Highways

- Harbor Boulevard – ADT 32.2 (n/o Wellington Lane) ; Major Highway
- Azusa Avenue – ADT N/A; Local (s/o Colima Road)
- Hacienda Boulevard – ADT 18.9 – 49.8 (between s/o Colima Road and so/ Gale Avenue); Major Highway
- Irwindale Avenue/Sunset Avenue – ADT 21.3 – 25.8 (between Cypress Street and Badillo Street); Major Highway

East-West Highways

- Colima Road – ADT 27.4 – 48.6 (between s/o Camino Del Sur and Fullerton Road) ; Major Highway
- Amar Road – ADT 23.4 – 24.6 (w/o Puente Avenue); 30.1 – 32.2 (between Sunset Avenue and Unruh Avenue); 21.9 (e/o Indian Summer Avenue); Major Highway
- Sunset Avenue – ADT 27.2 (n/o Amar Road) ; Major Highway
- 7th Street – ADT 34.5 (n/o Gale Avenue) ; Major Highway
- Badillo Street – ADT 17.5 – 19.2 (between Orange Avenue and e/o Sunset Avenue) ; Major Highway
- Arrow Highway – ADT 26.4 – 27.1 (between Vincent Avenue and Lark Ellen Avenue) ; Major Highway
- Baseline Road – ADT N/A; Major Highway
- Temple Avenue – ADT N/A ; Major Highway

State Highway Network

The East San Gabriel Valley Planning Area is served by portions of the I-10 Freeway, the SR-210 Freeway, the SR-57 Freeway, the SR-60 Freeway, and the SR-71 Freeway.

Gateway Planning Area

The Gateway Planning Area has several sections of County unincorporated land area including Long Beach Island and portions of Rancho Dominguez, East Compton, Lynwood Island, W. Whittier Los Nietos, North Whittier and South Whittier Sunshine Acres. These unincorporated County areas had a population of 116,079 and employment

base of 24,516 jobs. This represents approximately 7 percent of the Planning Area's population base and 4 percent of the Planning area's employment base. These County unincorporated portions of the Santa Clarita Valley currently generate 422,068 daily trips, 4,303,181 daily VMT, 128,242 daily VHT and 19,796 daily truck trips.

In terms of the roadway network in this Planning area, the key arterials that pass through the County unincorporated portions of the area include the following:

North-South Highways

- Alameda Street – ADT 17.5 – 20.2 (between Del Amo Boulevard and s/o SR-91) ; Secondary Highway
- Santa Fe Avenue – ADT 6.6 – 16.4 (between Del Amo Boulevard and s/o SR-91) ; Major Highway
- Norwalk Boulevard – ADT 16.0 – 26.2 (between Slauson Avenue and Whittier Boulevard) ; Major Highway
- Carmenita Road – ADT 22.1 – 24.0 (between Imperial Highway and n/o Meyer Road) ; Major Highway
- Painter Avenue – ADT 23.9 (n/o Mulberry Drive) ; Major Highway
- Valley View Avenue – ADT 15.4 – 23.1 (between Imperial Highway and Telegraph Road) ; Major Highway
- La Mirada Boulevard – ADT 13.3 – 21.1 (between Leffingwell Road and Colima Road); Major Highway

East-West Highways

- Mulberry Drive – ADT 19.8 – 29.7 (between Painter Avenue and La Mirada Boulevard); Major Highway
- Telegraph Road – ADT 25.1 – 35.0 (between Gunn Avenue and Leffingwell Road) ; Major Highway
- Mills Avenue – ADT 18.0 – 25.4 (between Telegraph Road and Lambert Road); Secondary Highway

State Highway Network

The Gateway Planning Area is served by portions of the I-710 Freeway, the I-605 Freeway, the I-405 Freeway, the I-105 Freeway, the I-5 Freeway, the SR-91 Freeway, the SR-103 Freeway, and the SR-22 Freeway.

Metro Planning Area

The Metro Planning Area has several sections of County unincorporated land area including portions of East Los Angeles, Florence-Walnut Park/Firestone, W. Athens-Westmont, Willowbrook and W. Rancho Dominguez-Victoria. As of 2010, these unincorporated County areas had a population of 289,110 and employment base of 61,580 jobs. This represents approximately 16 percent of the Planning Area's population base and 10 percent of the Planning area's employment base. These County unincorporated portions of Metro currently generate 457,054 daily trips, 3,884,605 daily VMT, 120,039 daily VHT and 14,334 daily truck trips.

In terms of the roadway network in this Planning Area, the key arterials that pass through the County unincorporated portions of the area include the following:

North-South Highways

- Alameda Street – ADT 37.7 (between Walnut Avenue and Firestone Boulevard); 17.5 (between SR-91 and Del Amo Boulevard); Secondary Highway
- Mountain View Avenue – ADT 6.9 (between Florence Avenue and Santa Ana Street); Local Street
- Central Avenue – ADT 25.0 (between 120$^{th}$ Street and El Segundo Boulevard); Major Highway
- Broadway – ADT 7.8 - 10.8 (between 120$^{th}$ Street and Alondra Boulevard); Major Highway
- Atlantic Avenue – ADT 18.1 - 21.2 (between Rosecrans Avenue and Alondra Boulevard); Major Highway
- Western Avenue – ADT 19.7 – 24.6 (between 108$^{th}$ Street and 124$^{th}$ Street); Major Highway

- Central Avenue – ADT 25.2 (n/o El Segundo Boulevard); 26.2 (123rd Street); Major Highway
- Alameda Street – ADT 30.4 – 34.9 (between Florence Avenue and 83rd Street); Major Highway
- Santa Ana Avenue – ADT 14.4 - 26.3 (between Florence Avenue and Poplar Place); Major Highway
- Atlantic Boulevard – ADT 35.8 – 24.8 (between Pomona Boulevard and Olympic Boulevard); Major Highway

East-West Highways

- Florence Street – ADT 24.8 - 27.2 (between Central Avenue and Alameda Street ranges); Major Highway
- Firestone Boulevard – ADT 27.9 - 31.5 (between Central Avenue and Alameda Street); Major Highway
- Century Boulevard – ADT 30.0 (e/o Normandie Avenue); Major Highway
- Santa Ana Boulevard - ADT 2.3 (e/o Mona Boulevard); Secondary Highway
- Imperial Highway – ADT 27.5 - 29.7 (between Van Ness Avenue and Vermont Avenue); Major Highway
- El Segundo Boulevard – ADT 20.5 - 27.8 (between Figueroa Street and Central Avenue); ADT 15.3 (between Wilmington Avenue and Alameda Street); Major Highway
- Rosecrans Avenue – ADT 23.6 - 29.4 (between Figueroa Street and Central Avenue); ADT 30.5 (e/o Atlantic Boulevard); Major Highway
- Compton Boulevard – ADT 17.4 (w/o Atlantic Avenue); Secondary Highway
- Redondo Beach Boulevard – ADT 10.6 - 24.4 (between Figueroa Street and Compton Boulevard); Major Highway
- Imperial Highway – ADT 27.3 – 30.7 (between Van Ness Boulevard and Vermont Avenue); Major Highway
- Century Boulevard – ADT 30.0 – 32.5 (near Normandie Ave); Major Highway
- El Segundo Boulevard – ADT 20.5 – 27.8 (between Figueroa Street and Central Avenue); 15.8 - 16.1 (between Wilmington Avenue and Mono Boulevard); Major Highway
- Rosecrans Boulevard – ADT 25.1 – 29.4 (between Broadway and Avalon Boulevard); 20.4 (w/o Atlantic Avenue); 33.4 (Atlantic e/o Atlantic Avenue); Major Highway
- Redondo Beach Boulevard – ADT 9.4 – 26.6 (between Figueroa Street and Main Street); Major Highway
- Manchester Avenue – ADT 2.6 (e/o Firestone Boulevard); Major Highway
- Florence Avenue – ADT 24.8 – 29.2 (between Hooper Avenue and Wilmington Avenue); Major Highway
- Olympic Boulevard – ADT 19.1 – 22.0 (between e/o Garfield and Hendricks Avenue); 22.3 – 37.1 (between e/o Indiana Street and e/o Atlantic Boulevard); Major Highway
- Whittier Boulevard – ADT 24.7 – 30.9 (between Alma Avenue and Mobile Avenue); Major Highway
- 3rd Street – ADT 7.5 – 16.5 (between Indiana Street and Woods Avenue); Secondary Highway
- Cesar E Chavez Avenue – ADT 13.9 – 30.0 (between Hicks Avenue and e/o Mednik Avenue); Secondary Highway
- Beverly Boulevard – ADT 16.1 – 20.4 (between Atlantic Boulevard and Sadler Avenue); Major Highway

State Highway Network

The Metro Planning Area is served by portions of the I-110 Freeway, the I-105 Freeway, the I-10 Freeway, the I-5 Freeway, the I-710 Freeway, the SR-60 Freeway, and the US-101 Freeway.

<u>San Fernando Valley Planning Area</u>

The San Fernando Valley Planning Area has several sections of County unincorporated land area including portions of the West Hills, West Chatsworth, Oat Mountain, Sylmar Island, Lopez Canyon, Kagel Canyon, La Crescenta Montrose, and Universal City. As of 2010, these unincorporated County areas had a population of 19,980 and employment base of 5,892 jobs. This represents approximately one percent of the Planning Area's population base and 0.8 percent of the Planning Area's employment base. These County unincorporated portions of San

Fernando Valley currently generate 135,360 daily trips, 1,481,509 daily VMT, 8,679 daily VHT and 3,692 daily truck trips.

In terms of the roadway network in this Planning Area, the key arterials that pass through the County unincorporated portions of the area include the following:

North-South Highways

- N/A

East-West Highways

- Lake Manor Drive – ADT 5.5 – 7.0 (between Valley Circle Boulevard and e/o Applegate Terrace); Major Highway

- Foothill Boulevard – ADT 18.1 – 25.7 (between Pennsylvania Avenue and Briggs Avenue);Major Highway

State Highway Network

The San Fernando Valley Planning Area is served by portions of the I-210 Freeway, the I-5 Freeway, the I-405 Freeway, the SR-170 Freeway, SR-134 Freeway, SR-118 Freeway, and SR-2 Freeway.

Santa Clarita Valley Planning Area

A large portion of the Santa Clarita Planning Area is unincorporated land area with the exception of the City of Santa Clarita. As of 2010, these unincorporated County areas had a population of 95,263 and employment base of 19,638 jobs. This represents approximately 35 percent of the Planning Area's population base and 19 percent of the Planning Area's employment base. These County unincorporated portions of the Santa Clarita Valley currently generate 339,899 daily trips, 4,428,105 daily VMT, 121,113 daily VHT and 8,732 daily truck trips.

In terms of the roadway network in this Planning Area, the key arterials that pass through the County unincorporated portions of the area include the following:

North-South Highways

- Sierra Highway – ADT 7.3 – 10.3 (between s/o San Canyon Road and Davenport Road) ; Major Highway
- Plum Canyon Road – ADT 17.9 – 18.1 (between w/o Via Joyce Drive and e/o La Madrid Drive); Major Highway

East-West Highways

- Henry Mayo Drive – ADT N/A; Expressway
- Cross Valley Connector – ADT N/A; N/A

State Highway Network

The Santa Clarita Valley Planning Area is served by portions of the I-5 Freeway and the SR-14 Freeway.

Santa Monica Mountains

A large portion of the Santa Monica Mountains Planning Area is County unincorporated land. As of 2010, these unincorporated County areas had a population of 18,074 and employment base of 13,707 jobs. This represents approximately 21.5 percent of the Planning Area's population base and 24 percent of the Planning Area's employment base. These County unincorporated portions of Santa Monica Mountains currently generate 167,122 daily trips, 2,424,947 daily VMT, 68,105 daily VHT and 4,000 daily truck trips.

There are no key arterials that pass through the County unincorporated portions of the area; however, the Santa Monica Mountains Planning Area is served by portions of the US-101 Freeway.

South Bay Planning Area

The South Bay Planning Area has several sections of County unincorporated land area including areas in the Palos Verde Peninsula, Alondra Park, Del Air, Lennox, Hawthorne and West Carson. As of 2010, these unincorporated County areas had a population of 70,770 and employment base of 22,430 jobs. The County proportion represents approximately seven percent of the Planning Area's population base and 4.5 percent of the Planning Area's employment base. These County unincorporated portions of South Bay currently generate 295,360 daily trips, 2,666,355 daily VMT, 79,770 daily VHT and 10,949 daily truck trips.

In terms of the roadway network in this Planning Area, the key arterials that pass through the County unincorporated portions of the area include the following (daily traffic is shown in thousands – for example, ADT 37.7 indicates 37,700 daily vehicles on the roadway segment):

North-South Highways

- Vermont Avenue – ADT 17.2 - 24.2 (between Del Amo Boulevard and Lomita Boulevard); Major Highway
- Hawthorne Boulevard (SR-107) – ADT 38.9 (near Lennox Boulevard); Major Highway
- La Cienega Boulevard – ADT 8.8 - 10.6 (between I-105 and El Segundo Boulevard); Major Highway

East-West Highways

- Torrance Boulevard – ADT 30.9 - 31.2 (between Normandie Avenue and Vermont Avenue); Secondary Highway
- Manhattan Beach Boulevard – ADT 17.6 - 21.4 (between Prairie Avenue and Crenshaw Boulevard); Major Highway
- Sepulveda Boulevard – ADT 48.2 (between Normandie Avenue and Vermont Avenue); Major Highway
-

State Highway Network

The South Bay Planning Area is served by portions of the I-405 Freeway, the I-110 Freeway, the I-105 Freeway, the SR-91 Freeway, and SR-47 Freeway.

West San Gabriel Valley Planning Area

The West San Gabriel Planning Area has several sections of County unincorporated land area including all or portions of the Whittier Narrows, South San Gabriel, East Pasadena, East San Gabriel, South Monrovia Islands, South El Monte Island, San Pasqual, Kinneloa Mesa, and Altadena. As of 2010, these unincorporated County areas had a population of 123,374 and employment base of 17,686 jobs. This represents approximately 13 percent of

the Planning Area's population base and five percent of the Planning Area's employment base. These County unincorporated portions of West San Gabriel Valley currently generate 443,589 daily trips, 4,519,194 daily VMT, 131,002 daily VHT and 11,885 daily truck trips.

In terms of the roadway network in this Planning Area, the key arterials that pass through the County unincorporated portions of the area include the following:

North-South Highways

- Rosemead Boulevard (SR-19) – ADT 26.4 – 44.7 (between Rush Street and San Gabriel Boulevard ) ; Major Highway
- Rosemead Boulevard (SR-19) – No ADT count data available between 210 Freeway and North of Longden Avenue; Major Highway
- San Gabriel Boulevard – ADT 16.5 (s/o Del Mar Avenue)l; 17.1 (n/o Hill Street); 24.5 (s/o Del Mar Avenue); Major Highway
- Sierra Madre Boulevard – ADT 17.9 (n/o San Pasqual Street)
- Peck Road – ADT 26.6 (n/o Rooks Road); Major Highway
- Myrtle Avenue – ADT 21.8 – 22.5 (between s/o El Camino Real and n/o Shrode Ave); Major Highway

East-West Highways

- Potrero Grande Drive – ADT 8.2 (n/o Hill Street); 15.0 (s/o Hill Street); Major Highway
- Live Oak Avenue – ADT 25.6 (w/o 10th Avenue); 25.0 (w/o Peck Avenue); Major Highway
- New York Drive – ADT 13.6 (e/o Altadena Drive); 8.5 - 9.7 (between Altadena Drive and Lake Avenue); Major Highway
- Woodbury Road – ADT 7.6 – 12.9 (between Lake Avenue and Mariposa Street); 12.9—18.4 (between Mariposa Street and Marengo Street); 15.3-21.4 (Marengo Street and Windsor Avenue); Secondary Highway
- Huntington Drive – ADT 27.6 – 34.7 (between Michillinda Avenue and Madres Street); Parkway

State Highway Network
The West San Gabriel Valley Planning Area is served by portions of the I-210 Freeway, the I-605 Freeway, the I-710 Freeway, the SR-110 Freeway, the I-10 Freeway, and the SR-60 Freeway.

Westside Planning Area

The Westside Planning Area has several sections of County unincorporated land area including the Veteran's Administration Hospital area, Marina Del Rey and Ladera Heights/Viewpark/Windsor Hills. As of 2010, these unincorporated County areas had a population of 27,600 and employment base of 18,533 jobs. This represents approximately three percent of the Planning Area's population base and 2.5 percent of the Planning Area's employment base. These County unincorporated portions of Westside currently generate 210,707 daily trips, 1,886,738 daily VMT, 63,382 daily VHT and 5,835 daily truck trips.

In terms of the roadway network in this Planning Area, the key arterials that pass through the County unincorporated portions of the area include the following:

North-South Highways

- La Brea Avenue – ADT 27.9 – 31.5 (between Slauson and Stocker Street); Major Highway
-

East-West Highways

- Slauson Avenue – ADT 35.4 - 87.3 (between Shenandoah Avenue and Overhill Drive); Major Highway
- Stocker Street – ADT 19.4-49.5 (between La Cienega Boulevard to La Brea Avenue); Major Highway

State Highway Network

The Westside Planning Area is served by portions of the I-405 Freeway, the I-10 Freeway, and the SR-90 Freeway.

### 1.2 County Unincorporated Study Intersection Analysis – Existing Conditions

This study incorporates analysis at the intersection level for the County of Los Angeles designated Congestion Management Program (CMP) intersections. The CMP was created following passage of Proposition 111 and it is intended to link transportation, land use and air quality decisions for urban areas within California. The CMP assesses transportation operating conditions at key locations for the County of Los Angeles, and it is implemented by the Metropolitan Transportation Authority (Metro) within the County. The CMP requires monitoring of the CMP roadway system and key intersections. In the County unincorporated area there are a total of 15 monitoring intersections. Those 15 locations are included in this study and are assessed for both existing conditions as well as future with and without project conditions. The most recent year that Metro conducted CMP intersection analysis was 2013.

Level of Service (LOS) Criteria

The efficiency of traffic operations at a location is measured in terms of Level of Service (LOS). LOS is a description of traffic performance at intersections. The LOS concept is a measure of average operating conditions at intersections during an hour and it is based on a volume-to-capacity (V/C) ratio. Levels range from 'A' to 'F', with 'A' representing excellent (free-flow) conditions and 'F' representing extreme congestion.

Table 2 below describes the level of service concept and operating conditions expected under each level of service for signalized intersections.

**Table 2: Level of Service description for Signalized and Unsignalized Intersections**

| LOS | Interpretation |
|---|---|
| A | Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at intersections is minimal. The travel speed exceeds 85% of the base free-flow speed. |
| B | The ability to maneuver within the traffic stream is only slightly restricted and control delay at intersections is no significant. The travel speed is between 67% and 85% of the base free-flow speed. |
| C | The ability to maneuver and change lanes at midsegment locations may be more restricted than at LOS B. Longer queues at intersections may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed. |
| D | Small increases in flow may cause substantial increases in delay and decreases in travel speed. The travel speed is between 40% and 50% of the base free-flow speed. |
| E | Significant delay is commonly experienced. The travel speed is between 30% and 40% of the base free-flow speed. |
| F | Congestion is likely occurring at intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed. |
| Source: County of Los Angeles 2014 | |

The study intersections, all of which are controlled by the traffic signals, were analyzed using the Intersection Capacity Utilization (ICU) methodology. The ICU methodology is the preferred method to calculate the existing and future level of service at intersection as per the Los Angeles County guidelines. Some of the inputs that are used in this analysis are existing traffic movement counts, number of lanes and signal control data.

As shown, the levels of service range widely at the 15 county intersections, from LOS A at several locations to LOS F at two locations (La Cienega Boulevard/Stocker Street and Rosemead Boulevard/Huntington Drive). The existing

conditions level of service results for the 15 CMP study intersections is included in Table 3. In summary, 11 locations operate at LOS D or better in both peak hours, one location has LOS E in the PM peak hour and three locations have LOS F in one or more peak hours. The most congested location is La Cienega Boulevard/Stocker Street, with LOS F during both the AM and PM peak hours.

**Table 3 - CMP Study Intersections Within County Unincorporated Area - Existing (2013) Level of Service**

| | | | AM Peak Hour | | | PM Peak Hour | |
|---|---|---|---|---|---|---|---|
| | CMP Route | Cross Street | V/C Ratio | Level of Service | | V/C Ratio | Level of Service |
| 1 | Avenue D | 60th Street West | 0.249 | A | | 0.277 | A |
| 2 | Azusa Avenue | Colima Road | 0.627 | B | | 0.802 | D |
| 3 | Colima Road | Hacienda Boulevard | 0.687 | B | | 0.818 | D |
| 4 | Henry Mayo Drive | Chiquito Canyon Road | 0.386 | A | | 0.399 | A |
| 5 | Imperial Highway | Carmenita Road | 0..740 | C | | 0.942 | E |
| 6 | La Cienega Boulevard | Stocker Street | 1.311 | F | | 1.133 | F |
| 7 | Lancaster Road | 300th Street West | 0.184 | A | | 0.195 | A |
| 8 | Pacific Coast Highway | Topanga Canyon Boulevard | 0.899 | D | | 0.845 | D |
| 9 | Pearblossom Highway | 82nd Street East | 0.478 | A | | 0.629 | B |
| 10 | Pearblossom Highway | Antelope Highway | 0.363 | A | | 0.392 | A |
| 11 | Rosemead Boulevard | Huntington Drive | 0.712 | C | | 1.013 | F |
| 12 | Rosemead Boulevard | San Gabriel Boulevard | 0.737 | C | | 1.041 | F |
| 13 | Sierra Highway | Red Rover Mine Road | 0.320 | A | | 0.213 | A |
| 14 | Sierra Highway | Sand Canyon Road | 0.535 | A | | 0.814 | D |
| 15 | Whittier Boulevard | Atlantic Avenue | 0.703 | B | | 0.869 | D |

Source: County of Los Angeles Congestion Management Plan 2013 Intersection Analysis Results

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## 2.0 HIGHWAY PLAN ANALYSIS

This section discusses the analysis that has been completed to assess the effects of the County of Los Angeles' General Plan Update on the County's transportation system, focusing on highways in the County unincorporated areas. There are two elements to the transportation impact analysis:

- Land Use/Socioeconomic Growth and Changes- This includes growth in the County unincorporated area in terms of development activity, and added population and employment; both of which generate added person trips and vehicle trips.

- Highway Plan Amendments – This includes proposed amendments to the County Highway Plan classification system such as highway classification upgrades (for example, amending the plan designation from a Secondary Highway to a Major Highway for a section of roadway), downgrades (for example, amending the plan designation from a Major Highway to a Secondary Highway), or removal from the designated network (thus changing the classification to a "local" or "collector" road and removing it from the Highway Plan map entirely).

This analysis covers both the estimated land use/socioeconomic growth (changes in population, employment and other activities) in the County unincorporated areas, as well as the proposed amendments to the Highway Plan designations. The purpose of the analysis is to determine if significant transportation system impacts would likely result on the County's highway system from either of the two plan-related actions.

A programmatic level of analysis has been completed for each action using the regional model of the Southern California Association of Governments (SCAG) as the basis for the analysis. The model has been used to test both population and employment growth in the County areas, as well as proposed roadway amendments (reclassifications). The methodology, findings and recommendations of the study are described in detail in this section.

### 2.1 Thresholds of Significance

In order to assist in determining whether a project will have a significant effect on the environment, the *State CEQA Guidelines*, Appendix G identify criteria for conditions that may be deemed to constitute a substantial or potentially substantial adverse change in physical conditions. Potentially significant impacts on transportation and circulation would occur if the proposed Area Plan would:

- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to-capacity ratio on roads, or congestion at intersections);

- Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways;

- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;

- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);

- Result in inadequate emergency access;

- Generate a parking demand that exceeds municipal code-required parking capacity;
- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks); and/or
- Cause a hazard or barrier for pedestrians or bicyclists.

These potential impact areas are discussed in this report. In addition, this report includes a program level analysis of the potential impacts to the County's highways themselves based on potential growth due to the plan as well as based on recommended highway plan amendments.

Individual development projects are reviewed in accordance with the County's Traffic Impact Analysis Report Guidelines. However, the Proposed Project is a policy level document that must be evaluated differently than a single development project. This is because it is only possible to make generalized estimates of development activity at this time. The specific location or intensity of development throughout the Project Area is unknown. The Proposed Project guides where growth will occur and to what level, but actual development patterns will likely differ somewhat from the Proposed Project. In addition, the specific timing and other details such as driveway locations, mix of land uses and intensity are not known at this time. Therefore, a different and broader standard for measuring impacts is appropriate for this program level impact analysis.

The County does not specify an acceptable LOS for the purpose of long-range planning. However, in conformance with the Los Angeles County Congestion Management Program (CMP), the maximum acceptable level of service on arterial roads (i.e., major, secondary, and limited secondary highways) is LOS E, except where base year LOS is worse than LOS E. In such cases, the base year LOS is the standard. Thus, for this analysis, LOS E is considered to be the measuring point for significant impacts. Any action that causes an LOS F condition to worsen by 0.02 or greater is considered a significant impact for purposes of this analysis.

## 2.2 County Highway Plan Network Summary

The Los Angeles County Department of Public Works is generally responsible for the design, construction, operation, maintenance and repair of roads in the Project Area, as well as in a number of jurisdictions that contract with the County of Los Angeles (County) for these services. The primary transportation focus of the County is on the portions of the highway system that fall within the unincorporated areas. Primary responsibility for transportation planning in Los Angeles County is the Los Angeles County Metropolitan Transportation Authority (Metro). As a result, the County is not directly responsible for overall transportation planning or service provision in Los Angeles County. The County's Highway Plan designates the functional classifications of the County's highway system. It incorporates the originally adopted plan plus proposed updates to the Proposed Project. The Highway Plan illustrates existing and proposed locations of major arterial highways throughout Los Angeles County. It is intended to provide a highway system consistent with the distribution of land uses as depicted in the Land Use Element of the Proposed General Plan Update by providing adequate highways to serve future needs.

The Proposed Highway Plan includes the following roadway classifications:

- Major Highway – This classification includes urban and rural highways that are of countywide significance and are, or are projected to be, the most highly traveled routes. These roads generally require four or more lanes of moving traffic, channelized medians and, to the extent possible, access control and limits on intersecting streets.

In urban areas, the typical right-of-way width for these highways is 100 feet. Alternative major highway sections may be established by the County to accommodate features such as raised medians, bicycle facilities, and wider parkways with varying right-of-way widths.

In rural areas, major highways are intended to maintain a rural appearance (without curb, gutter, and/or sidewalk) to reflect the rural character of various communities throughout Los Angeles County. The typical right-of-way width of a rural major highway is 108 feet. Additional right-of-way may be required to accommodate other transportation uses. In addition, beyond the ultimate road right-of-way, there may be a need for additional dedications for trail purposes, to accommodate equestrian and other non-vehicular uses.

- Secondary Highway – This classification includes urban and rural routes that serve or are planned to serve an areawide or countywide function, but are less heavily traveled than major highways. Secondary highways also frequently act as oversized collector roads that feed the countywide system. In this capacity, the routes serve to remove heavy traffic from local streets, especially in residential areas. Access control, especially to residential property and minor streets, is desirable along these roads.

  In urban areas, secondary highways generally have four lanes of vehicular traffic on 80 feet of right-of-way. However, configuration and width may vary with traffic demand and existing conditions. In a few cases, routes that carry major highway levels of traffic are classified as secondary highways because it is impractical to widen them to major highway standards. Alternative secondary highway sections may be established by the County to accommodate features such as raised medians, bicycle facilities, and wider parkways with varying right-of-way widths.

  In rural areas, certain connector highways to and between rural communities are also classified as secondary highways. These highways are intended to maintain a rural appearance (without curb, gutter, and/or sidewalk) to reflect the rural character of various communities throughout Los Angeles County. The typical right-of-way width of rural secondary highways is 86 feet. Additional right-of-way may be required to accommodate other transportation uses. In addition, beyond the ultimate road right-of-way, there may be a need for additional dedications for trail purposes, to accommodate equestrian and other non-vehicular uses.

- Limited Secondary Highway – This classification includes urban and rural routes that provide access to low-density areas.

  In urban areas, limited secondary highways generally feature lower traffic volumes and multimodal transportation facilities. The typical right-of-way width of these highways generally ranges between 64-80 feet. Alternative secondary highway sections may be established by the County to accommodate features such as raised medians, bicycle facilities, and wider parkways with varying right-of-way widths.

  In rural areas, limited secondary highways are generally located in rural communities and remote foothill, mountain and canyon areas. These highways are intended to maintain a rural appearance (without curb, gutter, and/or sidewalk) to reflect the rural character of various communities throughout Los Angeles County. The typical right-of-way width of rural limited secondary highways is 64 feet. Additional right-of-way width may be required to accommodate left-turn pockets and passing lanes may be provided when

required for traffic safety. The right-of-way may be increased for additional improvements where traffic or drainage conditions warrant. In addition, beyond the ultimate road right-of-way, there may be a need for additional dedications for trail purposes, to accommodate equestrian and other non-vehicular uses.

- Parkway – This classification includes urban and rural routes that have park-like features either within or adjacent to the roadway. The right-of-way width required varies as necessary to incorporate these features, typically with a minimum of 80 feet. Roadway improvements vary depending on the composition and volume of traffic carried.

- Expressway – This classification includes urban and rural controlled-access highways connecting communities. Expressways can generally accommodate six to ten traffic lanes and are intended for thru-traffic, featuring full or partial control of access. The right-of-way required varies as necessary to incorporate these features, but is typically 180 feet in width. Roadway improvements vary depending upon the composition and volume of traffic carried.

While the Highway Plan maps display a majority of the arterial highways in Los Angeles County, these designations officially apply only to the Project Area. The contiguous segments of roadways that fall within city areas are governed by the applicable city plans. For example, South Vermont Avenue in the unincorporated portion of the South Bay Planning Area is designated as a Major Highway in the Highway Plan. To the north is the City of Torrance, and to the south is the City of Lomita. Those cities classify Vermont Avenue based on the respective city's functional designation. In many cases, the functional classification types between cities and the Highway Plan match, as do the right-of-way designations. In some cases, however, the Highway Plan designation may differ from the adjacent city designation. In other cases, although the name of the classification may be different, the underlying key features, such as number of lanes and right-of-way width, match. For example, some cities label Secondary Highways as Secondary Arterials, although both classifications operate and function identically to one another. Throughout this document, when references are made to the County Highway Plan, the intent is to refer to the portion of the highway system that is located in the unincorporated areas.

In the northern portion of Los Angeles County, the Highway Plan governs a relatively larger portion of highway mileage than the areas to the south. This is because in the northern portion, particularly the Antelope Valley, a larger proportion of the land area is unincorporated. Also, in these areas, the potential for significant land use change and growth is greater because the highways fall within undeveloped areas. This is especially true in the areas west of I 5 near the City of Santa Clarita, the areas paralleling SR 14 between the City of Santa Clarita and City of Palmdale, and the areas east of the City of Palmdale and the City of Lancaster.

Throughout much of the Project Area south of the City of Santa Clarita, most Major and Secondary Highways are fully built to their ultimate cross sections, and further widening would not be feasible. In some cases, turn lanes (left-and right-turn lanes) can be added at intersections to provide additional capacity, but in most cases the roadways will not be significantly widened. However, in the Santa Clarita Valley and Antelope Valley Planning Areas, there will be opportunity to widen many of the roadways to their designated width to accommodate the planned growth in housing, employment and commercial activities that will occur.

## 2.3 General Plan Land Use Growth Analysis

The County unincorporated areas will experience some level of change in land use (as reflected in population and employment) over the horizon of the General Plan. There are many unincorporated "pockets" of land throughout the County, especially in the south County area. In those areas, the transportation system is also affected to a large extent by activity in the surrounding incorporated city areas. In the north portion of the County, in the Santa Clarita Valley and the Antelope Valley, there is a much larger proportion of unincorporated land, as opposed to

areas in the south portion of the County. In those two valley areas, it is expected that the growth and change in the County land uses will have a proportionally larger effect on the transportation system. A separate and more detailed traffic study of the antelope Valley will be produced.

To assess the effects of potential land use changes on the transportation system, the regional travel demand model of the Southern California Association of Governments (SCAG) has been applied. The SCAG model covers the six county areas (Los Angeles plus Orange, Ventura, Riverside, San Bernardino and Imperial counties). Within Los Angeles County, the model includes both incorporated city land area and County unincorporated areas. Thus, the model is the appropriate tool to test changes in County land uses, and to also take into account changes and growth in the surrounding incorporated areas. The SCAG model includes a 2008 base year and a 2035 future horizon year. Both models were used for this analysis. The 2008 model is used for the "Existing plus Project" analysis for purposes of CEQA review, and the future 2035 model was also reviewed to understand future build out land uses at 2035. The following scenarios have been run using the model and the results are presented in this traffic analysis report:

- Existing 2008
- Existing 2008 plus Project (County General Plan buildout)
- 2035 No-project
- 2035 plus project (County General Plan Buildout)

To apply the model, a series of steps were taken to ensure that the County proposed plan was properly reflected in the model input data. Those steps are as follows:

- County staff provided SCAG with updated versions of Proposed Project buildout projections for the unincorporated areas.

- SCAG removed the socioeconomic data in the regional model within the unincorporated areas and replaced it with the County staff buildout estimates for the Proposed Project. This was done on top of the 2008 data for the existing plus project analysis and also on top of the 2035 dataset for the 2035 plus project analysis. It should be noted that the Proposed Project is not expected to be fully built out within SCAG's 2035 horizon year.

- Thus, the Proposed Project buildout projections were applied to the SCAG regional model zones as appropriate based on County demographic projections to create final 2008 and 2035 datasets.

- The SCAG generated 2035 demographic data assumptions for cities formed the basis for the Existing plus Project as well as 2035 with the Project model runs performed by Iteris for the Community Climate Action Plan as well as the analysis for the rest of the Proposed Project.

The SCAG modeling results were then used to assess the potential project impacts due to the "Existing plus Project" and "2035 with Project" scenarios. Appendix A presents the results of the SCAG regional modeling analysis of Plan growth for Existing Plus Project and Appendix B presents the results of the SCAG regional modeling analysis of Plan growth for 2035 Plus Project. For each County Planning area, the Secondary Highways, Major Highways and Expressways have been reviewed to determine the model volumes under existing conditions, Existing Plus Project, 2035 No Project, and 2035 Plus Project. The Existing plus Project and 2035 Plus Project daily traffic volumes were compared to the County's designated LOS E capacity for each facility type. If the Existing plus Project or 2035 Plus Project daily volume falls under the County's designated LOS E capacity, it was determined that there would be no significant impact because this roadway would continue to operate at acceptable conditions. This is true by definition since only roadway links at LOS E capacity or worse are determined to potentially experience a significant impact. For those roadways below the LOS E threshold (i.e., better than LOS E),

it was determined that the planned roadway capacity is adequate to handle the volumes (under Existing plus Project) within acceptable operating conditions. For segments that are shown to exceed the LOS E designated capacity, the links were further reviewed to determine if the project-related change in volume/capacity ratio is large enough to be considered significant (0.02 or greater change in V/C). Appendices A and B show the number of roadway segments that the model results indicate will both be at LOS F and also will exceed the 0.02 threshold of significant impact.

Appendices A and B displays the detailed information that was used to develop the project impact findings. Appendices A and B includes the following for each segment of highway on the county Plan in each Planning Area;

- highway classification, orientation,
- limits of the segment,
- existing volume (from the model)
- existing plus project volumes (from the model),
- number of lanes,
- designated maximum capacity at level of service E,
- existing volume/capacity ratio,
- existing plus project volume/capacity ratio,
- change in volume/capacity ratio due to the plan and
- whether the change in V/C exceeds the significant impact threshold (where the segment has a volume greater than LOS E capacity AND the change in V/C is 0.02 or greater).

The results of the analysis show that nearly all of the roadway segments in the County's unincorporated areas are not expected to exceed the designated LOS E threshold under the Existing plus Project scenario. Eight segments are projected to be significantly impacted under the existing plus project scenario and 18 segments are projected to be significantly impacted under the 2035 plus project scenario. The segments that are projected to exceed the maximum LOS E threshold and experience a significant change in V/C due to the project are listed below, by Scenario:

<u>Existing Plus Project Impacts</u>

- Sepulveda Boulevard from Vermont Avenue to I-110 South off ramp (South Bay Planning Area) – Exceeds planned by approximately 8,000 vehicles, 0.04 change in V/C (Existing plus Project V/C = 1.16) due to Plan Growth.

- 200th Street East from Avenue G to Avenue J (Antelope Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 1,800 daily vehicles, 0.99 change in V/C (Existing plus Project V/C = 1.05) due to the Plan Growth.

- Pearblossom Highway (SR-138) from 131st Street E to170th Street E (Antelope Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 6,600 daily vehicles, 0.67 change in V/C (Existing plus Project V/C = 1.12) due to the Plan Growth.

- Henry Mayo Drive (SR-126) from Commerce Center Drive to I-5 South off ramps (Santa Clarity Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 17,000 daily vehicles, 0.60 change in V/C (Existing plus Project V/C = 1.27) due to the Plan Growth.

- Henry Mayo Drive (SR-126) from San Martinez Grande Canyon to Del Valle Road (Santa Clarity Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 16,000 daily vehicles, 0.61 change in V/C (Existing plus Project V/C = 1.36) due to the Plan Growth.

- Hacienda BoulevardSR-60 Freeway Eastbound ramp to Halliburton Road (East San Gabriel Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 2,000 daily vehicles, 0.23 change in V/C (Existing plus Project V/C = 1.03) due to the Plan Growth.

- La Cienega Boulevard from Stocker Street to Slauson Avenue (Westside Planning Area) – Exceeds planned roadway LOS E capacity by approximately 10,000 daily vehicles, 0.02 change in V/C (Existing plus Project V/C = 1.18) due to the Plan Growth.

- Slauson Avenue from Corning Avenue to La Cienega Boulevard (Westside Planning Area) – Exceeds planned roadway LOS E capacity by approximately 7,000 daily vehicles, 0.03 change in V/C (Existing plus Project V/C = 1.13) due to the Plan Growth.

2035 Plus Project Impacts

- Sepulveda Boulevard from Vermont Avenue to I-110 South off ramp (South Bay Planning Area) – Exceeds planned by approximately 12,000 vehicles, 0.02 change in V/C (2035 plus Project V/C = 1.23) due to Plan Growth.

- 200th Street East from Avenue G to Avenue J (Antelope Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 3,000 daily vehicles, 0.78 change in V/C (2035 plus Project V/C = 1.00) due to the Plan Growth.

- Pearblossom Highway (SR-138) from 70th Street E to Avenue T8 (Antelope Valley Planning Area) – Exceeds planned roadway LOS E capacity by 140 daily vehicles, 0.29 change in V/C (2035 plus Project V/C = 1.00) due to the Plan Growth.

- Pearblossom Highway (SR-138) from 131st Street E to170th Street E (Antelope Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 20,000 daily vehicles, 0.31 change in V/C (2035 plus Project V/C = 1.36) due to the Plan Growth.

- Pico Canyon Road from Constitution Drive to The Old Road (Santa Clarity Valley Planning Area) – Exceeds planned roadway LOS E capacity by 670 daily vehicles, 0.13 change in V/C (2035 plus Project V/C = 1.01) due to the Plan Growth.

- Pico Canyon Road from Stevenson Ranch Parkway to Constitution Drive(Santa Clarity Valley Planning Area) – Exceeds planned roadway LOS E capacity by 670 daily vehicles, 0.13 change in V/C (2035 plus Project V/C = 1.01) due to the Plan Growth.

- Henry Mayo Drive (SR-126) from Commerce Center Drive to I-5 South off ramps (Santa Clarity Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 30,000 daily vehicles, 0.23 change in V/C (2035 plus Project V/C = 1.45) due to the Plan Growth.

- Henry Mayo Drive (SR-126) from San Martinez Grande Canyon to Del Valle Road (Santa Clarity Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 35,000 daily vehicles, 0.21 change in V/C (2035 plus Project V/C = 1.80) due to the Plan Growth.

- Hacienda Boulevard from SR-60 Freeway Westbound ramp to SR-60 Freeway Eastbound ramp (East San Gabriel Valley Planning Area) – Exceeds planned roadway LOS E capacity by 800 daily vehicles, 0.06 change in V/C (2035 plus Project V/C = 1.02) due to the Plan Growth.

- Hacienda Boulevard from SR-60 Freeway Eastbound ramp to Halliburton Road (East San Gabriel Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 4,000 daily vehicles, 0.06 change in V/C (2035 plus Project V/C = 1.07) due to the Plan Growth.

- Colima Road from La Mirada Boulevard to Lambert Road (Gateway Cities Planning Area) – Exceeds planned roadway LOS E capacity by 40 daily vehicles, 0.03 change in V/C (2035 plus Project V/C = 1.00) due to the Plan Growth.

- La Cienega Boulevard from Stocker Street to Slauson Avenue (Westside Planning Area) – Exceeds planned roadway LOS E capacity by approximately 14,000 daily vehicles, 0.01 change in V/C (2035 plus Project V/C = 1.26) due to the Plan Growth.

- La Cienega Boulevard from Overhill to Slauson Avenue (Westside Planning Area) – Exceeds planned roadway LOS E capacity by approximately 2,000 daily vehicles, 0.01 change in V/C (2035 plus Project V/C = 1.04) due to the Plan Growth.

- Slauson Avenue from Corning Avenue to La Cienega Boulevard (Westside Planning Area) – Exceeds planned roadway LOS E capacity by approximately 7,000 daily vehicles, 0.03 change in V/C (2035 plus Project V/C = 1.13) due to the Plan Growth.

- Slauson Avenue from La Cienega Boulevard to Fairfax (Westside Planning Area) – Exceeds planned roadway LOS E capacity by approximately 14,000 daily vehicles, 0.01 change in V/C (2035 plus Project V/C = 1.26) due to the Plan Growth.

- Slauson Avenue from Fairfax La Brea (Westside Planning Area) – Exceeds planned roadway LOS E capacity by approximately 25,000 daily vehicles, 0.01 change in V/C (2035 plus Project V/C = 1.46) due to the Plan Growth.

- Rosemead Boulevard from Rush Street to Town Center Drive (West San Gabriel Planning Area) – Exceeds planned roadway LOS E capacity by approximately 2,000 daily vehicles, 0.03 change in V/C (2035 plus Project V/C = 1.03) due to the Plan Growth.

- Nadeau from Alameda Street to Santa Fe Avenue (Metro Planning Area) – Exceeds planned roadway LOS E capacity by 400 daily vehicles, 0.05 change in V/C (2035 plus Project V/C = 1.01) due to the Plan Growth.

## 2.4 Proposed Highway Plan Amendments Analysis

The other portion of the transportation and circulation impact analysis covers the proposed Highway Plan amendments that are proposed as part of the General Plan Update. As described, the Los Angeles County Highway Plan designates the functional classifications of the County's highway system. It incorporates the originally adopted Highway Plan, plus all updates to the Highway Plan that have been made by the County over time. The

Highway Plan illustrates the existing and proposed location of Arterial Highways throughout the County. It is intended to provide a highway system consistent with the distribution of land uses, as depicted in the Land Use Element, by providing adequate highways to serve residential and commercial needs. A summary of each roadway classification is provided in Table 4.

**Table 4: Roadway Classifications**

| Highway Plan Classification | Functional Classification | Definition | Typical ROW Width (Curb-to-Curb) | Design Maximum 2-Way ADT |
|---|---|---|---|---|
| Major Highway | 6 to 8 Lane Roadway | Arterials with at least 6 travel lanes for high mobility, designed with limited vehicular access to driveways and cross streets. The typical road section includes a raised landscaped median with left turn pockets at intersections. Street sections may include striped, on-street bikeways or separated bike paths. | 108' - 138' (84' - 118') | 54,000 (6L) 72,000 (8L) |
| Secondary Highway | 4 Lane Roadway | Arterials with an ultimate design section of 4 travel lanes, designed for high mobility and with limited vehicular access from driveways and cross streets. The typical road section includes a median with left turn pockets provided at intersections. Secondary highways are designed to service both through traffic, and to collect traffic from collector and local streets. | 86' -92' (58' -72') | 36,000 |
| Limited Secondary Highway | 2 to 4 Lane Roadway | Arterials with an ultimate roadway design section of 2 to 4 travel lanes and less restrictive access control. The typical road section does not include a median. These streets are designed to accommodate moderate volumes of traffic and are typically located in remote foothill, mountainous and canyon areas. | 64' - 84' (28' - 64') | 18,000 (2L) 36,000 (4L) |
| Parkway | 2+ Lane Roadway | Arterials having park-like features either within or adjacent to the roadway. Specific features vary depending on the composition and volume of traffic to be carried. | 80' or More (varies) | Varies |
| Collector Street | 2 Lane Roadway | Streets which have an ultimate roadway design section of 2 travel lanes with limited vehicular access to the roadway from driveways and cross streets. The roadway is usually undivided and does not always accommodate left turn pockets at intersections. Collector streets are designed to provide both access and limited mobility, servicing local traffic from residential, commercial, and industrial uses and providing access to the arterial roadway system. Collector streets are not depicted on the adopted Highway Plan. | 64' (40') | 15,000 |
| Local Street | 2 Lane Roadway | Streets which have an ultimate roadway design section of 2 travel lanes designed for full access and limited mobility. Local streets are not included on the adopted Highway Plan. | 58' - 60' (34' - 36') | 2,500 |
| Expressway | 4 to 8 Lane Roadway | Highways which have an ultimate roadway design section of 4 or more lanes that are part of the State Highway system. Expressways have restrictive access control consisting of grade-separated interchanges or at-grade signalized intersections with a minimum spacing of 1 mile. | 200' (varies) | 44,000 (4L) 88,000 (8L) |

In addition to these facility types, there are freeway facilities that pass through many of the County Planning Areas. However, freeways are owned and operated by the State of California (Caltrans) and are thus not under the jurisdiction of the County. All other roadways within County boundaries are controlled, operated and maintained by the County, except for private roads. The County designates all roadways that are not local or collector streets as one of the functional classifications listed above. That County Highway Plan classification designates the type of characteristics the roadway should have, such as designated number of lanes, right-of-way width, curb-to-curb width, as well as designated traffic volume that each roadway should carry. For various reasons, the County occasionally changes the functional classification of a roadway to match proposed plans. This may be via upgrading the classification to a higher classification, or downgrading to lower classification or removing the highway from the plan entirely.

This section discusses the proposed amendments to the County Highway Plan per the Los Angeles County Planning Department. Each recommended Highway Plan amendment recommendation was evaluated for validity and potential significant impacts based on the roadway's planned number of lanes, existing traffic counts (if available), and projected 2035 roadway average daily traffic volume (if available from the model). For areas where no current traffic count data is available, historical, interpolated, or model data was used to estimate traffic volumes. The recommended Highway Plan amendment was then either confirmed based on its size and function, or identified as needing further analysis when additional information relevant to the plan becomes available. The recommended roadway amendments to the County Highway Plan and evaluation results are provided in Table 5.

Part of this analysis has been to review each proposed change in the County Highway Plan designation to determine if the change could result in any significant impacts to the transportation system. This could occur, for example, if a roadway is downgraded, yet the anticipated volume is higher than the capacity of the roadway classification to which it was downgraded. In such a case, the roadway would not be able to theoretically handle the anticipated volume under acceptable operating conditions. Similarly, by downgrading a roadway classification, there might be potential to divert traffic to other parallel facilities due to the reduction in capacity of the highway in question. However, in some cases, the existing traffic volume is already above the designated daily capacity and it is not feasible to widen the roadway further due to physical or environmental constraints. It is important to note that there are many reasons for recommended highway plan amendments, including but not limited to, the following:

- Roadway Realignment – Roadway realignment amendments would occur to conform to geographic features, for continuity with other jurisdictions highway plans, to avoid private property, or for other miscellaneous reasons. This type of change generally does not affect the capacity or functional usage of the highway.

- Continuity with Adjacent City Plans – Continuity amendments typically occur if over time it has become known that adjacent planned facilities in neighboring jurisdictions have deviated from the original County Plan, and it is likely that the highway will be developed according to the city General Plan maps. In these cases, it often does not make sense to continue the County's planned designation as it would result in a roadway with different cross sections and planned function and capacity. For example, if cities on either side of the County island have constructed a roadway to be four lanes, and the County portion is designated (but not yet built to) six lanes, then it may be more logical and desirable to also designate the County portion to four lanes to match the surrounding development patterns. In most cases, the city portion of the highway is longer than the County portion, and thus the city planned designation takes precedence.

- Downgrade Classification to Local or Collector Street – Downgrading amendments typically occur if over time it has become clear as the highway system has evolved, that a planned highway will not be built-out, and/or the portion of the highway on the County Plan will be discontinuous and will not act as a "through" facility. Downgrading amendments also occur when a facility will not connect with other Major or Secondary Arterials, and it will act as a local street for residential access, or as a collector street which feeds residential traffic from a local street to a plan highway. These facilities do not appear on the regional travel model due to the fact that they are two lane roads with low volume (less than 15,000 daily trips, or less than 5,000 trips for purely local roads).

- Santa Clarita Valley Traffic Analysis Model Analysis – In the Santa Clarita Valley Planning Area, the Santa Clarita Valley Traffic Analysis Model (SCVTAM) was used for prior studies to demonstrate that the new proposed roadway classification would adequately serve expected future traffic volumes. The SCVTAM is much more detailed and focused than the regional model, and thus is the appropriate tool to analyze roadway classifications in the Santa Clarita Valley Planning Area. Thus this document relies on prior analysis conducted in the Valley such as the "One Valley One Vision" Draft Program EIR that was conducted to study growth and development in the Valley.

- Environmental Sensitivity/Community Character – For some planned highways that are not yet built, sensitive environmental issues and/or sensitive community character issues make build-out to the current classification infeasible, thus requiring a re-classification to a "lower" class of roadway that is smaller in width with less traffic.

- Needs Further Evaluation – For some planned highways, the local land use and development plans are still highly variable and thus are not known at this time. For some of these highways, future focused studies are required to demonstrate the need for roadway capacity. At this time, there is an insufficient understanding of future local land use patters or development plans, thus future modeling and analysis is recommended to determine if the proposed roadway classification is appropriate.

Each designated highway plan amendment has been reviewed to determine the following:

- Future volume – Is the future volume (derived from the SCAG model results) appropriate for the proposed new highway plan classification, based on the Level of Service E designated capacity for that classification?

- Are there other reasons that the re-classification makes sense and will not likely create a significant impact, such as upgrading the proposed roadway classification, thus resulting in more planned capacity?

- Is the plan designation being removed entirely from the plan, thus rendering the facility to be a local or collector roadway? In those cases, the highway would not serve through traffic volumes and traffic demand would by definition by very low.

- Are there overriding considerations, such as sensitive environmental issues or sensitive community character issues that will result in the planned highway being infeasible?

Table 5 provides the data and analysis for each of the planned highway amendments. As shown, of the 107 proposed Los Angeles County Highway Plan amendments, five have been identified as amendments that require further evaluation due to possible significant impacts. A detailed overview of the five amendments is provided below.

- 110$^{th}$ Street West between Johnson Road and Avenue M (Antelope Valley Planning Area, Amendment #44) – Per the Los Angeles County Highway Plan, 110$^{th}$ Street West between Johnson Road and Avenue M will be downgraded from a proposed Major Highway to a local/collector street. This roadway segment is projected to carry approximately 28,900 daily vehicles by 2035 according to the results of the model. If this segment is downgraded to a local/collector street, the projected 2035 daily volume could exceed the roadway's LOS E operating capacity (15,000 daily vehicles) by approximately 14,000 daily vehicles. Further analysis may support the classification as the model network detail in this area may be insufficient to properly assess this segment.

- Fullerton Road between La Habra Heights City Line and Harbor Boulevard (East San Gabriel Valley Planning Area, Amendment #59) - Per the Los Angeles County Highway Plan, Fullerton Road between the La Habra Heights City Line and Harbor Boulevard will be downgraded from a proposed Secondary Highway to a local/collector street. This roadway segment is projected to carry between 47,700 and 54,300 daily vehicles by 2035 according to the results of the model. . If this segment is downgraded to a local/collector street, the projected 2035 daily volume could exceed the roadway's LOS E operating capacity (15,000 daily vehicles) by up to 39,000 daily vehicles. Further analysis may support the classification as the model network detail in this area may be insufficient to properly assess this segment.

- Fullerton Road between Harbor Boulevard and Colima Road (East San Gabriel Valley Planning Area, Amendment #61) - Per the Los Angeles County Highway Plan, Fullerton Road between Harbor Boulevard and Colima Road will be downgraded from an existing and proposed Major

Highway to a local/collector street. This roadway segment is projected to carry between 34,000 and 40,800 daily vehicles by 2035 according to the results of the model. If this segment is downgraded to a local/collector street, the projected 2035 daily volume could exceed the roadway's LOS E operating capacity (15,000 daily vehicles) by up to 25,800 daily vehicles. Further analysis may support the classification as the model network detail in this area may be insufficient to properly assess this segment.

- Whites Canyon Road between Vasquez Canyon Road and Plum Canyon Road (Santa Clarita Valley Planning Area, Amendment #81) - Per the Los Angeles County Highway Plan, Whites Canyon Road between Vasquez Canyon Road and Plum Canyon Road will be downgraded from a proposed Secondary Highway to a local/collector street. This roadway segment is projected to carry approximately 19,700 daily vehicles by 2035 according to the results of the model. If this segment is downgraded to a local/collector street, the projected 2035 daily volume could exceed the roadway's LOS E operating capacity (15,000 daily vehicles) by approximately 4,700 daily vehicles. Further analysis may support the classification as the model network detail in this area may be insufficient to properly assess this segment.

- Lincoln Boulevard between Washington Boulevard and the Los Angeles City Line (Westside Planning Area, Amendment #100) - Per the Los Angeles County Highway Plan, Lincoln Boulevard between Washington Boulevard and the Los Angeles City Line will be classified as six-lane Major Highway. This roadway segment is projected to carry between 45,800 and 67,200 daily vehicles by 2035 according to the results of the model. If this segment classified as a six-lane Major Highway, the projected 2035 daily volume could exceed the roadway's LOS E operating capacity (54,000 daily vehicles) by up to 13,200 daily vehicles. Further analysis may support the classification as the model network detail in this area may be insufficient to properly assess this segment.

**Table 5: Proposed Los Angeles County Highway Plan Amendments Analysis**

| Number | Planning Area | Roadway | From | To | Action | LA County DPW Daily Traffic Count | 2035 Daily Model Volumes | | Planned Number of Lanes | Proposed Functional Classification | Proposed Roadway Capacity | Classification Appropriate Based on Proposed Roadway Capacity and Projected Volume | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Low | High | | | | Yes | No | Discussion |
| 1 | Antelope Valley | Bouquet Canyon Rd | Elizabeth Lake Rd | Palmdale City Line | Realign Secondary Hwy | 2,600 | 11,990 | N/A | 2 | Secondary Highway | 36,000 | X | | Realignment Only |
| 2 | Antelope Valley | City Ranch Rd | 20th St W | Palmdale City Line | Add Secondary Hwy | N/A | N/A | N/A | 2 | Secondary Highway | 36,000 | X | | (1) |
| 3 | Antelope Valley | Avenue N-8 | 45th St W | 30th St W | Delete Major Hwy | N/A | 2,460 | 2,530 | 2 | Local / Collector | 15,000 | X | | (1) |
| 4 | Antelope Valley | 40th St W | Avenue N | Avenue N-8 | Delete Major Hwy | 340 | 890 | N/A | 2 | Local / Collector | 15,000 | X | | (3) |
| 5 | Antelope Valley | 35th St W | Avenue N | Avenue N-8 | Delete Secondary Hwy | N/A | N/A | N/A | 2 | Local / Collector | 15,000 | X | | (3) |
| 6 | Antelope Valley | Avenue O-8 | 30th St W | 20th St W | Add Secondary Hwy | N/A | N/A | N/A | N/A | Secondary Highway | 36,000 | X | | (1) (2) |
| 7 | Antelope Valley | 25th St W | Avenue O | Palmdale City Line | Add Secondary Hwy | N/A | N/A | N/A | N/A | Secondary Highway | 36,000 | X | | (1) (2) |
| 8 | Antelope Valley | Avenue N-8 | 20th St W | Palmdale City Line | Delete Secondary Hwy | N/A | 1,530 | 2,029 | 2 | Local / Collector | 15,000 | X | | (3) |
| 9 | Antelope Valley | Avenue Q | 60th St E | 75th St E | Add Major Hwy | N/A | N/A | N/A | N/A | Major Highway | 54,000 | X | | (1) (2) |
| 10 | Antelope Valley | Avenue Q | 80th St E | 90th St E | Add Major Hwy | N/A | N/A | N/A | N/A | Major Highway | 54,000 | X | | (1) |
| 11 | Antelope Valley | Avenue Q | 90th St E | 120th St E | Add Secondary Hwy | 50 | 3,500 | 6,590 | 2 | Secondary Highway | 36,000 | X | | (1) |
| 12 | Antelope Valley | 120th St E | Avenue L | Avenue Q | Add Expressway | N/A | N/A | N/A | N/A | Expressway | 44,000 | X | | (1) (2) |
| 13 | Antelope Valley | Avenue L | 40th St E | 45th St E | Reclassify from Secondary Hwy to Expressway | 20,240 | 18,380 | N/A | 2 | Expressway | 44,000 | X | | (1) |
| 14 | Antelope Valley | Avenue L | 50th St E | 80th St E | Reclassify from Secondary Hwy to Expressway | 12,330 | 14,630 | 22,360 | 2 | Expressway | 44,000 | X | | (1) |
| 15 | Antelope Valley | Avenue L | 90th St E | 102nd St E | Add Expressway | N/A | 6,170 | 14,640 | 2 | Expressway | 44,000 | X | | (1) |
| 16 | Antelope Valley | Avenue L | 107th St E | 120th St E | Add Expressway | N/A | N/A | N/A | N/A | Expressway | 44,000 | X | | (1) (2) |
| 17 | Antelope Valley | 10th St W | Palmdale City Line | Avenue O | Reclassify from Major to Secondary Hwy | N/A | 12,880 | 18,400 | 4 | Secondary Highway | 36,000 | X | | (1) |
| 18 | Antelope Valley | 10th St W | Auto Center Dr | Elizabeth Lake Rd | Reclassify from Major to Secondary Hwy | N/A | 18,430 | 18,430 | 2 | Secondary Highway | 36,000 | X | | (1) |
| 19 | Antelope Valley | High Desert Corridor | SR 138 | Lancaster City Line | Show as Expressway | N/A | 30,070 | 41,950 | 8 | Expressway | 88,000 | X | | High Desert Corridor, Regionally Significant Route |
| 20 | Antelope Valley | Avenue H | 110th St W | 105th St W | Add Major Hwy | N/A | N/A | N/A | N/A | Major Highway | 54,000 | X | | (1) (2) |
| 21 | Antelope Valley | Avenue H | 97th St W | 92nd St W | Add Major Hwy | N/A | N/A | N/A | N/A | Major Highway | 54,000 | X | | (1) (2) |
| 22 | Antelope Valley | Avenue H | 80th St W | 70th St W | Add Major Hwy | 780 | 3,880 | N/A | 2 | Major Highway | 54,000 | X | | (1) (2) |
| 23 | Antelope Valley | Avenue F | 110th St W | Lancaster City Line | Add Major Hwy | N/A | 6,150 | N/A | 2 | Major Highway | 54,000 | X | | (1) |
| 24 | Antelope Valley | Avenue F | Lancaster City Line | 95th St W | Add Major Hwy | N/A | 6,150 | N/A | 2 | Major Highway | 54,000 | X | | (1) |
| 25 | Antelope Valley | Avenue F | 95th St W | 70th St W | Add Limited Secondary Hwy | N/A | 6,080 | N/A | 2 | Limited Secondary Highway | 18,000 | X | | (1) |
| 26 | Antelope Valley | Avenue E | 110th St W | Lancaster City Line | Add Major Hwy | N/A | N/A | N/A | N/A | Major Highway | 54,000 | X | | (1) (2) |
| 27 | Antelope Valley | Avenue E | 100th St W | 70th St W | Add Limited Secondary Hwy | N/A | N/A | N/A | N/A | Limited Secondary Highway | 18,000 | X | | (1) (2) |
| 28 | Antelope Valley | 100th St W | Lancaster Blvd | Avenue J | Add Major Hwy | N/A | N/A | N/A | NA | Major Highway | 54,000 | X | | (1) (2) |
| 29 | Antelope Valley | 100th St W | Avenue D | Avenue D-8 | Add Limited Secondary Hwy | N/A | N/A | N/A | NA | Limited Secondary Highway | 18,000 | X | | (1) (2) |
| 30 | Antelope Valley | 100th St W | Avenue E | Avenue F | Add Limited Secondary Hwy | N/A | N/A | N/A | NA | Limited Secondary Highway | 18,000 | X | | (1) (2) |
| 31 | Antelope Valley | 80th St W | Lancaster City Line | Lancaster City Line | Reclassify from Secondary to Major Hwy | N/A | 3,400 | 9,100 | 2 | Major Highway | 54,000 | X | | (1) |
| 32 | Antelope Valley | Avenue K-8 | 52nd St W | 50th St W | Add Secondary Hwy | N/A | N/A | N/A | NA | Secondary Highway | 18,000 | X | | (1) (2) |

**Table 5: Proposed Los Angeles County Highway Plan Amendments**

| Number | Planning Area | Roadway | From | To | Action | LA County DPW Daily Traffic Count | 2035 Daily Model Volumes | | Planned Number of Lanes | Proposed Functional Classification | Proposed Roadway Capacity | Classification Appropriate Based on Proposed Roadway Capacity and Projected Volume | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Low | High | | | | Yes | No | Discussion |
| 33 | Antelope Valley | 70th St E | Lancaster City Line | Avenue K-8 | Reclassify from Secondary to Major Hwy | 610 | 6,210 | N/A | 2 | Major Highway | 54,000 | X | | (1) |
| 34 | Antelope Valley | 70st St E | Avenue K-12 | Avenue L | Reclassify from Secondary to Major Hwy | 980 | 6,210 | N/A | 2 | Major Highway | 54,000 | X | | (1) |
| 35 | Antelope Valley | 100th St E | Avenue J | Avenue J-8 | Add Limited Secondary Hwy | N/A | 3,130 | N/A | NA | Limited Secondary Highway | 18,000 | X | | (1) |
| 36 | Antelope Valley | 100th St E | Lancaster City Line | Avenue L | Add Limited Secondary Hwy | N/A | 8,720 | N/A | 2 | Limited Secondary Highway | 18,000 | X | | (1) |
| 37 | Antelope Valley | Avenue L | 55th St W | 40th St W | Reclassify from Major Hwy to Expressway | N/A | 17,660 | 22,140 | 6 | Expressway | 66,000 | X | | (1) |
| 38 | Antelope Valley | Avenue G | 25th St W | Division St | Reclassify from Major Hwy to Expressway | N/A | 7,580 | 11,920 | 2 | Expressway | 44,000 | X | | (1) |
| 39 | Antelope Valley | Avenue H | Division St | 40th St E | Reclassify from Major Hwy to Expressway | 1,300 | 3,140 | 6,690 | 2 | Expressway | 44,000 | X | | (1) |
| 40 | Antelope Valley | 50th St E | Avenue K-4 | Avenue L | Reclassify from Major Hwy to Expressway | 3,140 | 4,940 | N/A | 2 | Expressway | 44,000 | X | | (1) |
| 41 | Antelope Valley | Elizabeth Lake Rd | Johnson Rd | Portal Pass Rd | Re-align to existing Elizabeth Lake Rd, Reclassify to Major Hwy | 4,060 | 26,910 | 27,800 | 2 | Major Highway | 54,000 | X | | Realignment Only |
| 42 | Antelope Valley | Amargosa Creek Rd | Portal Pass Rd | Johnson Rd | Delete Proposed Secondary Hwy | NA | N/A | N/A | 2 | Local / Collector | 15,000 | X | | (3) |
| 43 | Antelope Valley | Avenue M | Elizabeth Lake Rd | 80th St W | Delete Proposed Major Hwy | N/A | N/A | N/A | 2 | Local / Collector | 15,000 | X | | (3) |
| 44 | Antelope Valley | 110th St W | Johnson Rd | Avenue M | Delete Proposed Major Hwy | N/A | 28,900 | N/A | 2 | Local / Collector | 15,000 | | X | (3) |
| 45 | Antelope Valley | Johnson Rd | Elizabeth Lake Rd | 110th St W | Add as a Major Hwy | 3,060 | 28,704 | N/A | 2 | Major Highway | 54,000 | X | | (1) |
| 46 | Antelope Valley | San Fransisquito Canyon Rd | Angeles National Forest Boundary | Elizabeth Lake Rd | Add as a Secondary Hwy | 2,800 | 20,660 | 22,400 | 2 | Secondary Highway | 36,000 | X | | Realignment Issue |
| 47 | Antelope Valley | Portal Pass Rd | Elizabeth Lake Rd | Ritter Ranch Rd | Delete Proposed Secondary Hwy | N/A | N/A | N/A | 2 | Local / Collector | 15,000 | X | | Portion of Roadway Private (3) |
| 48 | Antelope Valley | Ritter Ranch Rd | Portal Pass Rd | Bouquet Canyon Rd | Delete Proposed Secondary Hwy | N/A | N/A | N/A | 2 | Local / Collector | 15,000 | X | | (3) |
| 49 | Antelope Valley | 87th St W | Ritter Ranch Rd | Elizabeth Lake Rd | Delete Proposed Secondary Hwy | N/A | N/A | N/A | 2 | Local / Collector | 15,000 | X | | (3) |
| 50 | Antelope Valley | High Desert Corridor Proposed State Route | SR 138 | Lancaster City Line | Show as Expressway | N/A | N/A | N/A | NA | Expressway | 44,000 | X | | (1) (2) |
| 51 | Antelope Valley | Avenue L-8 | 10th St W | SR 14 | Show as Secondary Hwy | N/A | N/A | N/A | 4 | Secondary Highway | 36,000 | X | | (1) (2) |
| 52 | Antelope Valley | Avenue L-8 | SR 14 | 30th St W | Show as Secondary Hwy | N/A | 170 | 830 | 4 | Secondary Highway | 36,000 | X | | (1) |
| 53 | Antelope Valley | Avenue L-8 | 60th St W | 80th St W | Show as Secondary Hwy | N/A | N/A | N/A | 2 | Secondary Highway | 36,000 | X | | (1) (2) |
| 54 | Antelope Valley | Davenport Road | Sierra Highway | Agua Dulce Canyon Road | Reclassify from Secondary to Limited Secondary Hwy | 1,900 | 4,724 | N/A | 2 | Limited Secondary Highway | 18,000 | X | | (1) |
| 55 | Antelope Valley | Agua Dulce Canyon Road | Soledad Canyon Road | Sierra Highway | Reclassify from Secondary to Limited Secondary Hwy | 160 | 78 | 5,590 | 2 | Limited Secondary Highway | 18,000 | X | | (1) |
| 56 | Antelope Valley | Escondido Canyon Road | Agua Dulce Canyon Road | SCV Planning Boundary | Reclassify from Secondary to Limited Secondary Hwy | 2,500 | 6,109 | 7,036 | 2 | Limited Secondary Highway | 18,000 | X | | (1) |
| 57 | East San Gabriel Valley | 7th Ave | Los Robles Ave | Turnbull Canyon Rd / Vallecity Dr | Delete Major Hwy | N/A | N/A | N/A | 2 | Local / Collector | 15,000 | X | | (1) |
| 58 | East San Gabriel Valley | 7th Ave / Turnbull Canyon Rd | Vallecito Dr | Whittier City Line | Reclassify from Major to Secondary Hwy | 2,280 | 3,740 | 4,520 | 2 | Secondary Highway | 36,000 | X | | (1) |
| 59 | East San Gabriel Valley | Fullerton Rd | Harbor Blvd | La Habra Heights City Line | Delete Secondary Hwy | 35,030 | 47,660 | 54,320 | 4 | Local / Collector | 15,000 | | X | (1) |

**Table 5: Proposed Los Angeles County Highway Plan Amendments**

| Number | Planning Area | Roadway | From | To | Action | LA County DPW Daily Traffic Count | 2035 Daily Model Volumes | | Planned Number of Lanes | Proposed Functional Classification | Proposed Roadway Capacity | Classification Appropriate Based on Proposed Roadway Capacity and Projected Volume | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Low | High | | | | Yes | No | Discussion |
| 60 | East San Gabriel Valley | Fullerton Rd | Azusa Ave | La Habra Heights City Line | Remove Secondary Hwy | N/A | N/A | N/A | 2 | Local / Collector | 15,000 | X | | (1) (2) |
| 61 | East San Gabriel Valley | Fullerton Rd | Colima Rd | Harbor Blvd | Delete Existing and Proposed Major Hwy | 35,000 | 34,000 | 40,780 | 4 | Local / Collector | 15,000 | | X | (1) |
| 62 | East San Gabriel Valley | Hacienda Blvd | La Habra Heights City Line | County Line | Reclassify from Existing Major to Limited Secondary Hwy | N/A | 29,220 | N/A | 4 | Limited Secondary Highway | 36,000 | X | | (1) |
| 63 | East San Gabriel Valley | Mountaineer Rd | Grand Ave | Via Verde | Delete Proposed Major and Secondary Hwy | N/A | N/A | N/A | 2 | Local / Collector | 15,000 | X | | (3) |
| 64 | East San Gabriel Valley | Bonita Ave | Temple Ave | terminus | Delete Proposed Major Hwy | N/A | N/A | N/A | 2 | Local / Collector | 15,000 | X | | (3) |
| 65 | Gateway | Alameda St | Compton City Line | Santa Fe Ave | Reclassify from Secondary to Major Hwy | 20,670 | 8,070 | N/A | 6 | Major Highway | 54,000 | X | | Reclassify to reflect Alameda Corridor Project |
| 66 | Gateway | Alameda St | Artesia Blvd | Compton City Line | Show Major Hwy | N/A | 6,804 | N/A | 4 | Major Highway | 54,000 | X | | Reclassify to reflect Alameda Corridor Project |
| 67 | Gateway | Alameda St | Del Amo Blvd | Dominguez St | Remove Secondary Hwy | 20,280 | 10,450 | N/A | 6 | Local / Collector | 15,000 | X | | Reclassify to reflect Alameda Corridor Project |
| 68 | Gateway | Alameda St | Santa Fe Ave | 3-way intersection w/both direction Alameda | Delete Existing Major Hwy | 9,790 | 10,200 | N/A | 6 | Local / Collector | 15,000 | X | | Reclassify to reflect Alameda Corridor Project |
| 69 | Gateway | Hadley St | Painter Ave | Colima Rd | Delete Existing Secondary Hwy | N/A | 6,350 | N/A | 2 | Local / Collector | 15,000 | X | | (3) |
| 70 | Metro | Griffith Park Blvd | Lankershim Blvd / Cahuenga Blvd | Los Angeles City Line | Delete Major Hwy | N/A | N/A | N/A | 2 | Local / Collector | 15,000 | X | | (3) |
| 71 | San Fernando Valley | San Fernando Rd | Burbank Rd | Magnolia Blvd | Remove Major Hwy | N/A | N/A | N/A | 2 | Local / Collector | 15,000 | X | | (3) |
| 72 | San Fernando Valley | Oxnard St | Louise Ave | San Diego Fwy (approx CL) | Delete Proposed Secondary Hwy | N/A | N/A | N/A | 2 | Local / Collector | 15,000 | X | | (3) |
| 73 | San Fernando Valley / Metro | Forman Ave | Los Angeles City Line | Griffith Park Blvd | Delete Secondary Hwy | N/A | N/A | N/A | 2 | Local / Collector | 15,000 | X | | (3) |
| 74 | Santa Clarita Valley | Cruzen Mesa Rd | Whites Canyon Rd | Sierra Hwy | Delete Limited Secondary Hwy | N/A | N/A | N/A | 2 | Local / Collector | 15,000 | X | | (3) |
| 75 | Santa Clarita Valley | Vasquez Canyon Rd | Bouquet Canyon Rd | Sierra Hwy | Reclassify from Major to Secondary Hwy | 7,160 | 7,710 | N/A | 2 | Secondary Highway | 36,000 | X | | (1) (4) |
| 76 | Santa Clarita Valley | Lost Canyon Rd | Jakes Way | Santa Clarity City Line | Reclassify from Major to Secondary Hwy | N/A | N/A | N/A | 4 | Secondary Highway | 36,000 | X | | (1) (4) |
| 77 | Santa Clarita Valley | Castaic Rd | Ridge Route Rd | City of Santa Clarita Boundary | Delete Proposed Secondary Hwy | N/A | N/A | N/A | 4 | Local / Collector | 15,000 | X | | (1) (3) |
| 78 | Santa Clarita Valley | Hasley Canyon Rd | Castaic Rd (Proposed) | Northbound ramps of I-5 | Delete Major Hwy | N/A | N/A | N/A | 2 | Local / Collector | 15,000 | X | | (3) |
| 79 | Santa Clarita Valley | Unnamed Proposed Secondary Hwy | State Route 126 | Long Canyon Rd | Delete Secondary Hwy | N/A | N/A | N/A | 2 | Local / Collector | 15,000 | X | | (3) |
| 80 | Santa Clarita Valley | San Fransisquito Canyon Rd | Copper Hill Dr | Angeles Forest Boundary | Reclassify from Secondary to Limited Secondary Hwy | N/A | N/A | N/A | 4 | Limited Secondary Highway | 36,000 | X | | (1) (4) (5) |
| 81 | Santa Clarita Valley | Whites Canyon Rd | Vasquez Canyon Rd | Plum Canyon Rd | Delete Secondary Hwy | 19,110 | 19,720 | N/A | 6 | Local / Collector | 15,000 | | X | (1) (6) |

**Table 5: Proposed Los Angeles County Highway Plan Amendments**

| Number | Planning Area | Roadway | From | To | Action | LA County DPW Daily Traffic Count | 2035 Daily Model Volumes | | Planned Number of Lanes | Proposed Functional Classification | Proposed Roadway Capacity | Classification Appropriate Based on Proposed Roadway Capacity and Projected Volume | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Low | High | | | | Yes | No | Discussion |
| 82 | Santa Clarita Valley | The Old Rd | Hasley Canyon Rd | Middleton Rd | Reclassify from Major to Secondary Hwy | 11,740 | 10,580 | N/A | 2 | Secondary Highway | 36,000 | X | | (1) |
| 83 | Santa Monica Mountains | Drive Ave | Agoura Hills City Line | Las Virgenes Rd | Delete Secondary Hwy | N/A | N/A | N/A | 2 | Local / Collector | 15,000 | X | | (1) (5) |
| 84 | Santa Monica Mountains | Chesebro Rd | Agoura Hills City Line | Agoura Hills City Line | Delete Secondary Hwy | N/A | N/A | N/A | 2 | Local / Collector | 15,000 | X | | (1) (5) |
| 85 | Santa Monica Mountains | Parkway Calabasas | Las Virgenes Rd | Park Granada | Remove Parkway | N/A | N/A | N/A | 2 | Local / Collector | 15,000 | X | | (3) |
| 86 | Santa Monica Mountains | Chesebro Rd | Thousand Oaks Rd | Agoura Rd / US 101 | Remove Secondary Hwy | N/A | N/A | N/A | 2 | Local / Collector | 15,000 | X | | (3) |
| 87 | Santa Monica Mountains | Drive Ave | Calabasas City Line | Calabasas City Line | Remove Secondary Hwy | N/A | N/A | N/A | 2 | Local / Collector | 15,000 | X | | (3) |
| 88 | Santa Monica Mountains | Drive Ave | Agoura Hills City Line | Agoura Hills City Line | Remove Secondary Hwy | N/A | N/A | N/A | 2 | Local / Collector | 15,000 | X | | (3) |
| 89 | Santa Monica Mountains | Thousand Oaks Blvd | Kanan Rd | Chesebro Rd | Delete Major Hwy | N/A | 5,370 | N/A | 4 | Local / Collector | 15,000 | X | | (3) |
| 90 | Santa Monica Mountains | Liberty Canyon Rd | Driver Ave | Canwood / US 101 on-ramp | Delete Major Hwy | N/A | N/A | N/A | 2 | Local / Collector | 15,000 | X | | (3) |
| 91 | Santa Monica Mountains | Lost Hills Rd | US-101 on-ramp | Terminus | Delete Major and Secondary Hwy | N/A | N/A | 13,190 | 4 | Local / Collector | 15,000 | X | | (3) |
| 92 | Santa Monica Mountains | Parkway Calabasas | Park Granada | Calabasas Rd | Reclassify from Existing Parkway to Major Hwy | N/A | 300 | N/A | 4 | Major Highway | 54,000 | X | | (1) |
| 93 | Santa Monica Mountains | Thousand Oaks Blvd | Calabasas City Line | County Line | Delete Major Hwy | N/A | N/A | N/A | 2 | Local / Collector | 15,000 | X | | (3) |
| 94 | South Bay | Del Amo Blvd | Maple St | Crenshaw Blvd | Show Proposed Major Highway | N/A | 9,600 | N/A | 4 | Major Highway | 54,000 | X | | (1) |
| 95 | South Bay | Del Amo Blvd | Denker Ave | Vermont Ave | Show Proposed Major Highway | N/A | 11,130 | 12,570 | 4 | Major Highway | 54,000 | X | | (1) |
| 96 | South Bay / Gateway | Del Amo Blvd | SR 405 | Avalon Blvd | Show Existing Secondary Hwy | N/A | 23,200 | N/A | 4 | Secondary Highway | 36,000 | X | | (1) |
| 97 | Westside | Via Marina | Washington Blvd | Old Harbor Ln | Reclassify from Secondary Hwy to Parkway | 11,150 | 1,050 | 13,170 | 2 | Parkway | Varies | X | | (1) |
| 98 | Westside | Via Marina | Washington Blvd | Old Harbor Ln | Realign Via Marina/Admiralty Way intersection | 11,150 | 1,050 | 13,170 | 2 | N/A - Realign Intersection | N/A | X | | Realignment Only |
| 99 | Westside | Admiralty Way | Via Marina | Fiji Way | Reclassify from Secondary to Major Hwy | 16,650 | 12,900 | 18,700 | 5 | Major Highway | 54,000 | X | | (1) |
| 100 | Westside | Lincoln Blvd | Washington Blvd | Los Angeles City Line | Show Major Hwy | N/A | 45,800 | 67,180 | 6 | Major Highway | 54,000 | | X | (1) |
| 101 | Westside | SR-90 | terminus | Admiralty Way | Extend Expressway | N/A | 27,420 | N/A | 2 | Expressway | 44,000 | X | | (1) |
| 102 | Westside | Culver Blvd | Lincoln Blvd | Admiralty Way | Realign Culver Blvd / Lincoln Blvd Intersection | N/A | 19,520 | N/A | 4 | N/A - Realign Intersection | N/A | X | | Realignment Only |
| 103 | Westside | Temescal Canyon Rd | Mulholland Dr | Sunset Blvd | Delete Proposed Major Hwy | N/A | N/A | N/A | 2 | Local / Collector | 15,000 | X | | (3) |
| 104 | Westside | Sullivan Canyon Rd | Mulholland Dr | Sunset Blvd | Delete Proposed Major Hwy | N/A | N/A | N/A | 2 | Local / Collector | 15,000 | X | | (3) |
| 105 | Westside | Admiralty Way | Culver Blvd | Jefferson Rd | Extend as Major Hwy | N/A | N/A | N/A | N/A | Major Highway | 54,000 | X | | (1) (2) |

**Table 5: Proposed Los Angeles County Highway Plan Amendments**

| Number | Planning Area | Roadway | From | To | Action | LA County DPW Daily Traffic Count | 2035 Daily Model Volumes | | Planned Number of Lanes | Proposed Functional Classification | Proposed Roadway Capacity | Classification Appropriate Based on Proposed Roadway Capacity and Projected Volume | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Low | High | | | | Yes | No | Discussion |
| 106 | Westside | Admiralty Way | Fiji Way | Culver Blvd | Extend as Proposed Major Hwy | N/A | N/A | N/A | N/A | Major Highway | 54,000 | X | | (1) (2) |
| 107 | Westside | Fiji Way | Lincoln Blvd | South terminus | Add as Parkway | 18,540 | 160 | 18,700 | 2 | Parkway | Varies | X | | (1) |

Notes:
"N/A" (2035 Daily Model) - Roadway segment not in model, therefore no 2035 ADT volume available.
"N/A" (LA County DWP Daily Traffic Count) - Daily traffic count data was not available for the roadway segment.
(1) County is re-designating a portion of this roadway to maintain consistency with adjacent jurisdiction classifications and/or to reflect the actual expected usage and level of travel expected on this facility. Consistency issues are usually a result of an adjacent city General Plan that has re-designated a roadway on one side or both sides of the county land area, thus creating a segment that does not fit within the overall plan for the roadway.
(2) Some planned highways are not included in the SCAG Regional Travel Model that was used for the General Plan Update analysis. In those cases, no future 2035 traffic forecasts are available to use to determine whether the future planned capacity is adequate. Generally, only the most important roadways that are known to carry current or future traffic are included in the regional model. By virtue of the roadway being excluded from the model, it is assumed that the traffic volume will not likely exceed the planned roadway capacity of a highway. In some cases, future more detailed modeling analysis may be warranted once local development patterns are more specifically identified.
(3) Roadway is reclassified because it is either not a "through" route for traffic, or it will not only provide local access and its main function will be to serve adjacent residential properties. In these cases, a highway designation is not longer warranted and the roadway will be a local road or collector road and will carry not more than 15.000 daily trips.
(4) The Santa Clarita Valley Traffic Analysis Model indicated the new proposed roadway classification would adequately serve expected future traffic volumes.
(5) Sensitive environmental issues and/or sensitive community character issues make build-out to the current classification infeasible, thus requiring a re-classification to a "lower" class of roadway that is smaller in width and carries less traffic.
(6) Future focused studies are required to demonstrate the need for roadway capacity in this location. At this time, there is insufficient understanding of future local land use patters or development plans, thus future modeling and analysis is recommended to determine if the proposed roadway classification is appropriate.

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## 2.5 Intersection Impact Analysis

As noted, 15 Congestion Management Plan (CMP) intersections that are located within the County of Los Angeles unincorporated area boundaries have been assessed for 2035 with and without project conditions. Existing conditions are for the same 15 locations are also presented in this report, taken directly from the CMP report. For the 2035 scenarios, SCAG model growth data was used to determine future 2035 with and without project conditions. The existing CMP traffic counts were used and then adjusting using a model "post processor" and the B-turns method of adjustment and prost processing. This methodology basically takes existing counts and adds model projected growth to the counts, thus the future turning movements pivot off of and build upon the existing counts, with the addition of model growth. Tables 6 and 7 show the future 2035 without project and 2035 with project forecasts for the 15 CMP intersections, based upon the assumed growth from the SCAG model.

Table 6 shows the results of the 2035 level of service analysis without project and Table 7 shows the results of the LOS analysis with project as well as the finding of significant impacts based on County of Los Angeles criteria. As shown, six locations are projected to experience a significant impact due to Plan growth during the AM peak hour and nine locations are projected to experience a significant impact during the PM peak hour.

**Table 6**
**LA County General Plan Update - 2035 Without Project Intersection Capacity Utilization & Levels of Service**

| ID | Intersection | AM Peak Hour | | AM Peak Hour | |
|---|---|---|---|---|---|
| | | ICU | LOS | ICU | LOS |
| 1a | Ave D WB Ramps & 60th St West | 0.26 | A | 0.71 | C |
| 1b | Ave D EB Ramps & 60th St West | 0.75 | C | 0.81 | D |
| 2 | Azusa Ave & Colima Rd | 0.63 | B | 0.84 | D |
| 3 | Colima Rd & Hacienda Blvd | 0.83 | D | 1.04 | F |
| 4 | Henry Mayo Dr & Chiquito Cyn Rd | 0.75 | C | 1.00 | F |
| 5 | Imperial Hwy & Carmenita Rd | 0.70 | B | 0.85 | D |
| 6 | La Cienega Blvd & Stocker St | 1.31 | F | 1.16 | F |
| 7 | Lancaster Rd & 300th St West | 0.26 | A | 0.57 | A |
| 8 | Pacific Coast Hwy & Topanga Cyn Blvd | 1.02 | F | 1.10 | F |
| 9 | Pearblossom Hwy & 82nd St East | 0.85 | D | 0.94 | E |
| 10 | Pearblossom Hwy & Antelope Hwy | 1.20 | F | 1.04 | F |
| 11 | Rosemead Blvd & Huntington Dr | 0.81 | D | 1.07 | F |
| 12 | Rosemead Blvd & San Gabriel Blvd | 0.74 | C | 1.10 | F |
| 13 | Sierra Hwy & Rte 14 (Red Rover Rd) | 0.52 | A | 0.50 | A |
| 14 | Sierra Hwy & Sand Canyon Rd | 0.89 | D | 1.31 | F |
| 15 | Whittier Blvd & Atlantic Ave | 0.68 | B | 0.84 | D |

**Table 7**
**LA County General Plan Update - 2035 With Project Intersection Capacity Utilization & Levels of Service**

| ID | Intersection | AM Peak Hour | | Significant Impact | AM Peak Hour | | Significant Impact |
|---|---|---|---|---|---|---|---|
| | | ICU | LOS | | ICU | LOS | |
| 1a | Ave D WB Ramps & 60th St West | 0.23 | A | | 0.83 | D | |
| 1b | Ave D EB Ramps & 60th St West | 0.71 | C | | 0.95 | E | Yes |
| 2 | Azusa Ave & Colima Rd | 0.68 | B | | 0.88 | D | |
| 3 | Colima Rd & Hacienda Blvd | 0.84 | D | | 1.09 | F | Yes |
| 4 | Henry Mayo Dr & Chiquito Cyn Rd | 0.95 | E | Yes | 1.05 | F | Yes |
| 5 | Imperial Hwy & Carmenita Rd | 0.71 | C | | 0.88 | D | |
| 6 | La Cienega Blvd & Stocker St | 1.31 | F | Yes | 1.20 | F | Yes |
| 7 | Lancaster Rd & 300th St West | 0.50 | A | | 0.86 | D | |
| 8 | Pacific Coast Hwy & Topanga Cyn Blvd | 1.10 | F | Yes | 1.13 | F | Yes |
| 9 | Pearblossom Hwy & 82nd St East | 1.15 | F | Yes | 1.19 | F | Yes |
| 10 | Pearblossom Hwy & Antelope Hwy | 1.39 | F | Yes | 1.37 | F | Yes |
| 11 | Rosemead Blvd & Huntington Dr | 0.85 | D | | 1.10 | F | Yes |
| 12 | Rosemead Blvd & San Gabriel Blvd | 0.74 | C | | 1.12 | F | Yes |
| 13 | Sierra Hwy & Rte 14 (Red Rover Rd) | 0.73 | C | | 0.86 | D | |
| 14 | Sierra Hwy & Sand Canyon Rd | 1.63 | F | Yes | 2.08 | F | Yes |
| 15 | Whittier Blvd & Atlantic Ave | 0.72 | C | | 0.84 | D | |

The significant impacts locations are as follows:

- Colima Road/Hacienda Boulevard – PM Peak
- Henry Mayo Drive/Chiquito Canyon Road – AM and PM peak
- La Cienega Boulevard/Stocker Street – AM and PM peaks
- Pacific Coast Highway/Topanga Canyon Boulevard – AM and PM peaks
- Pearblossom Highway/82nd Street East – AM and PM peaks
- Pearblossom Highway/Antelope Highway – AM and PM peaks
- Rosemead Boulevard/Huntington Drive – PM peak
- Rosemead Boulevard/San Gabriel boulevard – PM peak
- Sierra Highway/Sand Canyon Road – AM and PM peaks

## 2.5 Impact Analysis Summary

In order to assist in determining whether the project will have a significant effect on the environment, the State CEQA Guidelines, Appendix G identify criteria for conditions that may be deemed to constitute as substantial or potentially substantial adverse change in physical conditions. A discussion of each issue area and whether potentially significant impacts on transportation and circulation would occur is provided in this section.

**Implementation of the proposed Plan would exceed, either individually or cumulative, a level of service standard established by the County congestion management agency for designed roads or highways.**

Implementation of the Plan is expected to result in exceeding the County congestion management agency standard level of service (LOS E), which is level of service F, along with a significant increase in V/C due to the project, at the following locations:

Existing Plus Project

- Sepulveda Boulevard from Vermont Avenue to I-110 South off ramp (South Bay Planning Area)
- 200th Street East from Avenue G to Avenue J (Antelope Valley Planning Area)
- Pearblossom Highway (SR-138) from 131st Street E to170th Street E (Antelope Valley Planning Area)
- Henry Mayo Drive (SR-126) from Commerce Center Drive to I-5 South off ramps (Santa Clarity Valley Planning Area)
- Henry Mayo Drive (SR-126) from San Martinez Grande Canyon to Del Valle Road (Santa Clarity Valley Planning Area)
- Hacienda BoulevardSR-60 Freeway Eastbound ramp to Halliburton Road (East San Gabriel Valley Planning Area)
- La Cienega Boulevard from Stocker Street to Slauson Avenue (Westside Planning Area)
- Slauson Avenue from Corning Avenue to La Cienega Boulevard (Westside Planning Area)

2035 Plus Project

- Sepulveda Boulevard from Vermont Avenue to I-110 South off ramp (South Bay Planning Area)
- 200th Street East from Avenue G to Avenue J (Antelope Valley Planning Area)
- Pearblossom Highway (SR-138) from 70th Street E to Avenue T8 (Antelope Valley Planning Area)
- Pearblossom Highway (SR-138) from 131st Street E to170th Street E (Antelope Valley Planning Area)
- Pico Canyon Road from Constitution Drive to The Old Road (Santa Clarity Valley Planning Area)
- Pico Canyon Road from Stevenson Ranch Parkway to Constitution Drive(Santa Clarity Valley Planning Area)
- Henry Mayo Drive (SR-126) from Commerce Center Drive to I-5 South off ramps (Santa Clarity Valley Planning Area)
- Henry Mayo Drive (SR-126) from San Martinez Grande Canyon to Del Valle Road (Santa Clarity Valley Planning Area)
- Hacienda Boulevard from SR-60 Freeway Westbound ramp to SR-60 Freeway Eastbound ramp (East San Gabriel Valley Planning Area)
- Hacienda Boulevard from SR-60 Freeway Eastbound ramp to Halliburton Road (East San Gabriel Valley Planning Area)
- Colima Road from La Mirada Boulevard to Lambert Road (Gateway Cities Planning Area)
- La Cienega Boulevard from Stocker Street to Slauson Avenue (Westside Planning Area)
- La Cienega Boulevard from Overhill to Slauson Avenue (Westside Planning Area)
- Slauson Avenue from Corning Avenue to La Cienega Boulevard (Westside Planning Area)
- Slauson Avenue from La Cienega Boulevard to Fairfax (Westside Planning Area)

- Slauson Avenue from Fairfax La Brea (Westside Planning Area)
- Rosemead Boulevard from Rush Street to Town Center Drive (West San Gabriel Planning Area)
- Nadeau from Alameda Street to Santa Fe Avenue (Metro Planning Area)

**Implementation of the proposed Plan would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.**

The proposed Plan would result in a significant impact to air traffic patterns if it would cause an increase in air traffic levels or introduce incompatible land uses. The proposed Plan would not result in the development of a new airport within the County nor would it introduce new land uses that could prevent safety hazards to air traffic. The Plan has policies aimed at improving the compatibility between aviation facilities and their surroundings, encouraging greater multi-modal access to airports and encouraging the development of a decentralized system of major airports.

**Implementation of the proposed Plan would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).**

The proposed Plan promotes highways to be built to specific standards that have been set by the County. These include increasing the number of lanes on major highways and other improvements under the proposed Highway Plan. Hazards due to roadway design features would be evaluated on a project-by-project basis as buildout of the proposed Plan occurs. All new highways and upgrades would be planned, designed and built to County standards. The County periodically monitors levels of service, traffic accident patterns, and physical conditions of the existing street system, and upgrade roadways as needed through the Capital Improvement Program. Additionally, the County applies consistent standards throughout the highway plan for street design to promote travel safety. It would accomplish this by designating roadways based on their functional classification, adopting consistent standard street cross sections, coordinating circulation plans of new development project with each other, and adopting common standards for pavement width. Within residential neighborhoods, "healthy streets" would be promoted through traffic-calming devices, shorter block length, and other considerations. Where possible local street patterns would be designed to create logical and understandable travel paths for users and discourage cut-through traffic.

**Implementation of the proposed Plan would not result in inadequate emergency access.**

Emergency access would be evaluated on a project-by-project basis as buildout of the proposed Plan occurs. Buildout of the plan will enhance the capacity of the roadway system by upgrading roadways and intersections when necessary, ensure that the future dedication and acquisitions of roadways are based on projected demand, and implement the construction of paved crossover points through medians for emergency vehicles. Additionally, the proposed Plan would facilitate consideration of the needs for emergency access in transportation planning. The County would maintain a current evacuation plan, ensure that new development is provided with adequate emergency and/or secondary access, including two points of ingress and egress for most subdivisions, require visible street name signage, and provide directional signage to freeways at key intersections to assist in emergency evacuation operations.

**Implementation of the proposed Plan would not generate a parking demand that exceeds municipal code–required parking capacity.**

Parking demand and capacity would be evaluated on a project-by-project basis as buildout of the proposed Plan occurs. Implementation of the Plan itself would not generate parking demand that exceeds code-required parking capacity because each development must provide code parking or otherwise provide for a variance against parking ordinances.

**Implementation of the proposed Plan would not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).**

The County of Los Angeles 2012 Bicycle Master Plan was adopted by the Board of Supervisors on March 13, 2012. The 2012 Bicycle Master Plan, which replaces the 1975 Plan of Bikeways, is a sub-element of the Transportation Element of the County's General Plan. The 2012 Bicycle Master Plan proposes approximately 831 miles of new bikeways throughout the County. Along with the proposed bikeways, the Plan recommends various bicycle-friendly policies and programs to promote bicycle ridership amongst users of all ages and skill sets within the County. A Final Program Environmental Impact Report (State Clearinghouse No.2011041004) for the bicycle master plan was completed. The Plan also contains elements that support alternative transportation programs including increased ridership on public transit, developing mass transit as an alternative to automobile travel, supports the development of rail transit or exclusive bus lanes in high demand corridors as well as support research for and development of new transportation technologies.

**Implementation of the proposed Plan would not cause a hazard or barrier for pedestrians or bicyclists.**

The proposed Plan supports alternative modes of transportation, including walking and bicycling, to reduce total VMT. Additionally, the proposed Plan establishes several policies to ensure the safety and mobility of pedestrians and bicyclists. The County would provide safe and convenient access to safe transit, bikeways, and walkways, consider the safety and convenience of pedestrians and cyclists in the design and development of transportation systems, provide safe pedestrian connections across barriers such as major traffic corridors, drainage and flood control facilities, and grade separations, adopt consistent standards for implementation of Americans with Disabilities Act requirements and in the development review process prioritize direct pedestrian access between building entrances, sidewalks and transit stops. The Bicycle Master Plan adopted in March 2012 also contains many programs and policies that would mitigate potential hazards or barriers for bicyclists.

**Implementation of the proposed Plan could result in exceeding a level of service threshold and result in a potentially significant increase in traffic**

Based on the established significant impact criteria, the Plan will have a significant impact if it causes a roadway segment at LOS E or F to experience a change in V/C of 0.02 or greater. Based on the results of the modeling and impact analysis, the following locations are forecast to be significantly impacted:

<u>Roadway Segment Impacts due to Planned Growth – Existing Plus Project</u>

- Sepulveda Boulevard from Vermont Avenue to I-110 South off ramp (South Bay Planning Area) – Exceeds planned by approximately 8,000 vehicles, 0.04 change in V/C (Existing plus Project V/C = 1.16) due to Plan Growth.

- 200th Street East from Avenue G to Avenue J (Antelope Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 1,800 daily vehicles, 0.99 change in V/C (Existing plus Project V/C = 1.05) due to the Plan Growth.

- Pearblossom Highway (SR-138) from 131st Street E to170th Street E (Antelope Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 6,600 daily vehicles, 0.67 change in V/C (Existing plus Project V/C = 1.12) due to the Plan Growth.

- Henry Mayo Drive (SR-126) from Commerce Center Drive to I-5 South off ramps (Santa Clarity Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 17,000 daily vehicles, 0.60 change in V/C (Existing plus Project V/C = 1.27) due to the Plan Growth.

- Henry Mayo Drive (SR-126) from San Martinez Grande Canyon to Del Valle Road (Santa Clarity Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 16,000 daily vehicles, 0.61 change in V/C (Existing plus Project V/C = 1.36) due to the Plan Growth.

- Hacienda BoulevardSR-60 Freeway Eastbound ramp to Halliburton Road (East San Gabriel Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 2,000 daily vehicles, 0.23 change in V/C (Existing plus Project V/C = 1.03) due to the Plan Growth.

- La Cienega Boulevard from Stocker Street to Slauson Avenue (Westside Planning Area) – Exceeds planned roadway LOS E capacity by approximately 10,000 daily vehicles, 0.02 change in V/C (Existing plus Project V/C = 1.18) due to the Plan Growth.

- Slauson Avenue from Corning Avenue to La Cienega Boulevard (Westside Planning Area) – Exceeds planned roadway LOS E capacity by approximately 7,000 daily vehicles, 0.03 change in V/C (Existing plus Project V/C = 1.13) due to the Plan Growth.

2035 Plus Project Impacts

- Sepulveda Boulevard from Vermont Avenue to I-110 South off ramp (South Bay Planning Area) – Exceeds planned by approximately 12,000 vehicles, 0.02 change in V/C (2035 plus Project V/C = 1.23) due to Plan Growth.

- 200th Street East from Avenue G to Avenue J (Antelope Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 3,000 daily vehicles, 0.78 change in V/C (2035 plus Project V/C = 1.00) due to the Plan Growth.

- Pearblossom Highway (SR-138) from 70th Street E to Avenue T8 (Antelope Valley Planning Area) – Exceeds planned roadway LOS E capacity by 140 daily vehicles, 0.29 change in V/C (2035 plus Project V/C = 1.00) due to the Plan Growth.

- Pearblossom Highway (SR-138) from 131st Street E to170th Street E (Antelope Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 20,000 daily vehicles, 0.31 change in V/C (2035 plus Project V/C = 1.36) due to the Plan Growth.

- Pico Canyon Road from Constitution Drive to The Old Road (Santa Clarity Valley Planning Area) – Exceeds planned roadway LOS E capacity by 670 daily vehicles, 0.13 change in V/C (2035 plus Project V/C = 1.01) due to the Plan Growth.

- Pico Canyon Road from Stevenson Ranch Parkway to Constitution Drive(Santa Clarity Valley Planning Area) – Exceeds planned roadway LOS E capacity by 670 daily vehicles, 0.13 change in V/C (2035 plus Project V/C = 1.01) due to the Plan Growth.

- Henry Mayo Drive (SR-126) from Commerce Center Drive to I-5 South off ramps (Santa Clarity Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 30,000 daily vehicles, 0.23 change in V/C (2035 plus Project V/C = 1.45) due to the Plan Growth.

- Henry Mayo Drive (SR-126) from San Martinez Grande Canyon to Del Valle Road (Santa Clarity Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 35,000 daily vehicles, 0.21 change in V/C (2035 plus Project V/C = 1.80) due to the Plan Growth.

- Hacienda Boulevard from SR-60 Freeway Westbound ramp to SR-60 Freeway Eastbound ramp (East San Gabriel Valley Planning Area) – Exceeds planned roadway LOS E capacity by 800 daily vehicles, 0.06 change in V/C (2035 plus Project V/C = 1.02) due to the Plan Growth.

- Hacienda Boulevard from SR-60 Freeway Eastbound ramp to Halliburton Road (East San Gabriel Valley Planning Area) – Exceeds planned roadway LOS E capacity by approximately 4,000 daily vehicles, 0.06 change in V/C (2035 plus Project V/C = 1.07) due to the Plan Growth.

- Colima Road from La Mirada Boulevard to Lambert Road (Gateway Cities Planning Area) – Exceeds planned roadway LOS E capacity by 40 daily vehicles, 0.03 change in V/C (2035 plus Project V/C = 1.00) due to the Plan Growth.

- La Cienega Boulevard from Stocker Street to Slauson Avenue (Westside Planning Area) – Exceeds planned roadway LOS E capacity by approximately 14,000 daily vehicles, 0.01 change in V/C (2035 plus Project V/C = 1.26) due to the Plan Growth.

- La Cienega Boulevard from Overhill to Slauson Avenue (Westside Planning Area) – Exceeds planned roadway LOS E capacity by approximately 2,000 daily vehicles, 0.01 change in V/C (2035 plus Project V/C = 1.04) due to the Plan Growth.

- Slauson Avenue from Corning Avenue to La Cienega Boulevard (Westside Planning Area) – Exceeds planned roadway LOS E capacity by approximately 7,000 daily vehicles, 0.03 change in V/C (2035 plus Project V/C = 1.13) due to the Plan Growth.

- Slauson Avenue from La Cienega Boulevard to Fairfax (Westside Planning Area) – Exceeds planned roadway LOS E capacity by approximately 14,000 daily vehicles, 0.01 change in V/C (2035 plus Project V/C = 1.26) due to the Plan Growth.

- Slauson Avenue from Fairfax La Brea (Westside Planning Area) – Exceeds planned roadway LOS E capacity by approximately 25,000 daily vehicles, 0.01 change in V/C (2035 plus Project V/C = 1.46) due to the Plan Growth.

- Rosemead Boulevard from Rush Street to Town Center Drive (West San Gabriel Planning Area) – Exceeds planned roadway LOS E capacity by approximately 2,000 daily vehicles, 0.03 change in V/C (2035 plus Project V/C = 1.03) due to the Plan Growth.

- Nadeau from Alameda Street to Santa Fe Avenue (Metro Planning Area) – Exceeds planned roadway LOS E capacity by 400 daily vehicles, 0.05 change in V/C (2035 plus Project V/C = 1.01) due to the Plan Growth.

<u>Roadway Segment Impacts Due to Proposed Highway Plan Amendments</u>

- 110th Street West between Johnson Road and Avenue M (Antelope Valley Planning Area, Amendment #44) – Per the Los Angeles County Highway Plan, 110th Street West between Johnson Road and Avenue M will be downgraded from a proposed Major Highway to a local/collector street. This roadway segment is projected to carry approximately 28,900 daily vehicles by 2035 according to the results of the model. If this segment is downgraded to a

local/collector street, the projected 2035 daily volume could exceed the roadway's LOS E operating capacity (15,000 daily vehicles) by approximately 14,000 daily vehicles. Further analysis may support the classification as the model network detail in this area may be insufficient to properly assess this segment.

- Fullerton Road between La Habra Heights City Line and Harbor Boulevard (East San Gabriel Valley Planning Area, Amendment #59) - Per the Los Angeles County Highway Plan, Fullerton Road between the La Habra Heights City Line and Harbor Boulevard will be downgraded from a proposed Secondary Highway to a local/collector street. This roadway segment is projected to carry between 47,700 and 54,300 daily vehicles by 2035 according to the results of the model. . If this segment is downgraded to a local/collector street, the projected 2035 daily volume could exceed the roadway's LOS E operating capacity (15,000 daily vehicles) by up to 39,000 daily vehicles. Further analysis may support the classification as the model network detail in this area may be insufficient to properly assess this segment.

- Fullerton Road between Harbor Boulevard and Colima Road (East San Gabriel Valley Planning Area, Amendment #61) - Per the Los Angeles County Highway Plan, Fullerton Road between Harbor Boulevard and Colima Road will be downgraded from an existing and proposed Major Highway to a local/collector street. This roadway segment is projected to carry between 34,000 and 40,800 daily vehicles by 2035 according to the results of the model. If this segment is downgraded to a local/collector street, the projected 2035 daily volume could exceed the roadway's LOS E operating capacity (15,000 daily vehicles) by up to 25,800 daily vehicles. Further analysis may support the classification as the model network detail in this area may be insufficient to properly assess this segment.

- Whites Canyon Road between Vasquez Canyon Road and Plum Canyon Road (Santa Clarita Valley Planning Area, Amendment #81) - Per the Los Angeles County Highway Plan, Whites Canyon Road between Vasquez Canyon Road and Plum Canyon Road will be downgraded from a proposed Secondary Highway to a local/collector street. This roadway segment is projected to carry approximately 19,700 daily vehicles by 2035 according to the results of the model. If this segment is downgraded to a local/collector street, the projected 2035 daily volume could exceed the roadway's LOS E operating capacity (15,000 daily vehicles) by approximately 4,700 daily vehicles. Further analysis may support the classification as the model network detail in this area may be insufficient to properly assess this segment.

- Lincoln Boulevard between Washington Boulevard and the Los Angeles City Line (Westside Planning Area, Amendment #100) - Per the Los Angeles County Highway Plan, Lincoln Boulevard between Washington Boulevard and the Los Angeles City Line will be classified as six-lane Major Highway. This roadway segment is projected to carry between 45,800 and 67,200 daily vehicles by 2035 according to the results of the model. If this segment classified as a six-lane Major Highway, the projected 2035 daily volume could exceed the roadway's LOS E operating capacity (54,000 daily vehicles) by up to 13,200 daily vehicles. Further analysis may support the classification as the model network detail in this area may be insufficient to properly assess this segment.

**Intersection Impacts Summary**

Six intersection locations are projected to experience a significant impact due to Plan growth during the AM peak hour and nine intersection locations are projected to experience a significant impact during the PM peak hour. The significant impacts locations are as follows:

- Colima Road/Hacienda Boulevard – PM Peak
- Henry Mayo Drive/Chiquito Canyon Road – AM and PM peak
- La Cienega Boulevard/Stocker Street – AM and PM peaks
- Pacific Coast Highway/Topanga Canyon Boulevard – AM and PM peaks
- Pearblossom Highway/82nd Street East – AM and PM peaks
- Pearblossom Highway/Antelope Highway – AM and PM peaks
- Rosemead Boulevard/Huntington Drive – PM peak
- Rosemead Boulevard/San Gabriel boulevard – PM peak
- Sierra Highway/Sand Canyon Road – AM and PM peaks

## MITIGATION FRAMEWORK

The following mitigation measures shall be implemented for activities that would occur under the proposed plan.

1) The County shall continue to monitor potential impacts on roadway segments and intersections on a project-by-project basis as buildout occurs by requiring traffic studies for all projects that could significantly impact traffic and circulation patterns.

2) The County shall implement over time objectives and policies contained within the General Plan Transportation Element. Implementation of those policies will help mitigate any potential impacts of Plan growth and/or highway amendments on the transportation system.

3) The County shall participate with Metro, the Congestion Management Program (CMP) Agency in Los Angeles County, on a potential Congestion Mitigation Fee program that would replace the current CMP Debit/Credit approach. Under a county-wide fee program, each jurisdiction, including the County of Los Angeles, would select and build capital transportation projects, adopt a fee ordinance, collect fees and control revenues. A fee program will require a nexus analysis, would apply only to net new construction on commercial and industrial space and additional residential units and it would need to be approved by Metro and the local jurisdictions. A county-wide fee, if adopted, would allow the County to mitigate impacts of development via the payment of the transportation impact fee in lieu of asking each development project for individual mitigation measures, or asking for fair share payments of mitigation. The fee program would itself constitute a "fair-share" program that would apply to all development (of a certain size) within the County land areas.

4) The County of Los Angeles shall work with Caltrans as they prepare plans to add additional lanes or complete other improvements to various freeways within and adjacent County parcels of land. This includes adding or extending mixed flow general purpose lanes, adding or extending existing HOV lanes, adding Express Lanes (high occupancy toll lanes), incorporating truck climbing lanes, improving interchanges and other freeway related improvements.

5) The County shall require all development projects of sufficient size to comply with all traffic study requirements of Caltrans as well as adjacent jurisdictions that may be affected by the projects. This will include but not necessarily be limited to coordination with Caltrans "Early Consultation" process and with cities on the geographic extent of the development traffic study during the scoping process, incorporation of Caltrans or city jurisdiction traffic study guidelines into the analysis, reporting significant impacts in other jurisdictions and on Caltrans facilities and recommending appropriate mitigating measures or fair share contributions to mitigation in other jurisdictions or on Caltrans facilities.

Caltrans consultation process is as follows:

Caltrans requests that a lead agency direct traffic engineering firms retained to prepare traffic impact studies to consult with Caltrans, when a development proposal meets the requirements of Statewide, regional, or area wide significance per CEQA Guidelines §15206 (b). Proposed developments meeting the criteria of Statewide, regional or area wide include:

a) Proposed residential developments of more than 500 dwelling units
b) Proposed shopping centers or business establishments employing more than 1000 persons or encompassing more than 500,000 square feet of floor space.

c) Proposed commercial office buildings employing more than 1000 persons or encompassing more than 250,000 square feet of floor space
d) Proposed hotel/motel developments of more than 500 rooms

When the CEQA criteria of regional significance is not met, Caltrans recommends transportation engineers and/or city representatives consult Caltrans when a proposed development includes the following characteristics:

- All proposed developments that have the potential to cause a significant impact to state facilities (right-of-way, intersections, interchanges, etc.) and when required mitigation improvements are proposed in the initial study. Mitigation concurrence should be obtained from Caltrans as early as possible.
- Any development which assigns 50 or more trips during peak hours to a state highway (freeways).
- Any development located adjacent to or within 100 feet of a State highway facility and may require a Caltrans Encroachment Permit. (Exceptions: additions to single family homes or 10 residential units of less).
- When it cannot be determined whether or not Caltrans will expect a traffic impact analysis pursuant to CEQA.

**Significance of Impact with Mitigation Framework**

The impacted locations would still be considered to be significantly impacted with mitigation. Because this is a program level analysis, additional case by case mitigation analysis of impacts and mitigation will occur at the project level to determine more specific physical, program and policy level mitigation measures to reduce the level of impact below a significant level.

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# Appendices

**County of Los Angeles General Plan Update**
**Existing vs. Existing Plus Project**
# APPENDIX A

| Planning Area | Street Name | Classification | Direction | Street Limits | | Northbound/Westbound | | | | | Southbound/Eastbound | | | | | 2-Way Existing ADT [1] | 2-Way Existing Plus Project ADT [1] | Lanes (2035 Model) | County General Plan Designated Buildout Lanes | LA County Maximum Capacity at LOS E | Existing V/C [1] | Existing Plus Project V/C [1] | Difference in V/C | Exceeds Capacity Thresholds AND Δ ≥ 0.02 (Yes/No) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | From | To | Existing ADT (Counts) | Existing Model ADT | Existing Plus Project Model ADT | Difference | Percent Growth | Existing ADT (Counts) | Existing Model ADT | Existing Plus Project Model ADT | Difference | Percent Growth | | | | | | | | | |
| South Bay | Crenshaw Boulevard | Major Highway | N/S | Palos Verdes Lane | Silver Spur Road | 14,949 | 8,900 | 9,040 | 140 | 2% | 15,163 | 9,080 | 9,190 | 110 | 1% | 30,112 | 30,362 | 4 | 6-8 | 54,000 | 0.56 | 0.56 | 0.00 | No |
| South Bay | Vermont Street | Major Highway | N/S | Lomita Boulevard | Sepulveda Boulevard | 14,219 | 11,850 | 11,680 | -170 | -1% | 12,269 | 12,510 | 11,530 | -980 | -8% | 26,488 | 25,338 | 4 | 6-8 | 54,000 | 0.49 | 0.47 | -0.02 | No |
| South Bay | Vermont Street | Major Highway | N/S | Sepulveda Boulevard | W 228th Street | 8,854 | 2,920 | 3,980 | 1,060 | 36% | 8,370 | 6,210 | 6,580 | 370 | 6% | 17,224 | 18,654 | 4 | 6-8 | 54,000 | 0.32 | 0.35 | 0.03 | No |
| South Bay | Vermont Street | Major Highway | N/S | W 228th Street | W 223rd Street | 8,799 | 7,980 | 9,570 | 1,590 | 20% | 9,619 | 11,610 | 12,400 | 790 | 7% | 18,418 | 20,798 | 4 | 6-8 | 54,000 | 0.34 | 0.39 | 0.04 | No |
| South Bay | Vermont Street* | Major Highway | N/S | W 223rd Street | W 220th Street | | 4,210 | 6,310 | 2,100 | 50% | | 6,090 | 7,440 | 1,350 | 22% | 10,300 | 13,750 | 4 | 6-8 | 54,000 | 0.19 | 0.25 | 0.06 | No |
| South Bay | Vermont Street* | Major Highway | N/S | W 220th Street | Carson Street | | 2,250 | 1,650 | -600 | -27% | | 3,910 | 3,080 | -830 | -21% | 6,160 | 4,730 | 4 | 6-8 | 54,000 | 0.11 | 0.09 | -0.03 | No |
| South Bay | Vermont Street | Major Highway | N/S | Carson Street | Torrance Boulevard | 7,484 | 3,660 | 6,500 | 2,840 | 78% | 7,947 | 4,120 | 6,200 | 2,080 | 50% | 15,431 | 20,351 | 4 | 6-8 | 54,000 | 0.29 | 0.38 | 0.09 | No |
| South Bay | Vermont Street | Major Highway | N/S | Torrance Boulevard | Del Amo Boulevard | 8,331 | 5,550 | 7,030 | 1,480 | 27% | 9,623 | 5,450 | 6,430 | 980 | 18% | 17,954 | 20,414 | 4 | 6-8 | 54,000 | 0.33 | 0.38 | 0.05 | No |
| South Bay | Manhattan Beach Blvd | Major Highway | E/W | Prairie Avenue | Crenshaw Boulevard | 6,691 | 5,000 | 5,140 | 140 | 3% | 7,123 | 4,360 | 4,290 | -70 | -2% | 13,814 | 13,884 | 4 | 6-8 | 54,000 | 0.26 | 0.26 | 0.00 | No |
| South Bay | Lennox Boulevard | Secondary Highway | E/W | La Cienega Boulevard | Inglewood Avenue | 3,160 | 4,600 | 4,950 | 350 | 8% | 3,803 | 4,140 | 4,630 | 490 | 12% | 6,963 | 7,803 | 2 | 4 | 36,000 | 0.19 | 0.22 | 0.02 | No |
| South Bay | Lennox Boulevard | Secondary Highway | E/W | Inglewood Avenue | Hawthorne Boulevard | 4,651 | 2,470 | 2,650 | 180 | 7% | 5,440 | 1,820 | 2,420 | 600 | 33% | 10,091 | 10,871 | 2 | 4 | 36,000 | 0.28 | 0.30 | 0.02 | No |
| South Bay | Lennox Boulevard | Secondary Highway | E/W | Hawthorne Boulevard | Freeman Avenue | 3,527 | 1,120 | 1,080 | -40 | -4% | 4,305 | 1,450 | 1,770 | 320 | 22% | 7,832 | 8,112 | 4 | 4 | 36,000 | 0.22 | 0.23 | 0.01 | No |
| South Bay | W 220th Street* | Secondary Highway | E/W | Normandie Avenue | Meyler Street | | 2,080 | 4,590 | 2,510 | 121% | | 2,160 | 4,870 | 2,710 | 125% | 4,240 | 9,460 | 4 | 4 | 36,000 | 0.12 | 0.26 | 0.15 | No |
| South Bay | W 220th Street* | Secondary Highway | E/W | Meyler Street | Vermont Avenue | | 1,960 | 4,660 | 2,700 | 138% | | 2,180 | 4,370 | 2,190 | 100% | 4,140 | 9,030 | 4 | 4 | 36,000 | 0.12 | 0.25 | 0.14 | No |
| South Bay | Normandie Avenue* | Secondary Highway | N/S | Sepulveda Boulevard | Lomita Boulevard | | 4,440 | 5,110 | 670 | 15% | | 4,280 | 4,390 | 110 | 3% | 8,720 | 9,500 | 4 | 4 | 36,000 | 0.24 | 0.26 | 0.02 | No |
| South Bay | Normandie Avenue* | Secondary Highway | N/S | W 228th Street | Sepulveda Boulevard | | 4,690 | 5,780 | 1,090 | 23% | | 5,270 | 5,840 | 570 | 11% | 9,960 | 11,620 | 4 | 4 | 36,000 | 0.28 | 0.32 | 0.05 | No |
| South Bay | Normandie Avenue* | Secondary Highway | N/S | W 223rd Street | W 228th Street | | 3,580 | 4,520 | 940 | 26% | | 4,310 | 4,900 | 590 | 14% | 7,890 | 9,420 | 4 | 4 | 36,000 | 0.22 | 0.26 | 0.04 | No |
| South Bay | Normandie Avenue* | Secondary Highway | N/S | W 220th Street | W 223rd Street | | 5,440 | 7,330 | 1,890 | 35% | | 5,980 | 7,710 | 1,730 | 29% | 11,420 | 15,040 | 4 | 4 | 36,000 | 0.32 | 0.42 | 0.10 | No |
| South Bay | Normandie Avenue* | Secondary Highway | N/S | Carson Street | W 220th Street | | 2,110 | 1,510 | -600 | -28% | | 2,750 | 2,090 | -660 | -24% | 4,860 | 3,600 | 4 | 4 | 36,000 | 0.14 | 0.10 | -0.04 | No |
| South Bay | Normandie Avenue* | Secondary Highway | N/S | Torrance Boulevard | Carson Street | | 3,400 | 4,350 | 950 | 28% | | 4,280 | 5,550 | 1,270 | 30% | 7,680 | 9,900 | 4 | 4 | 36,000 | 0.21 | 0.28 | 0.06 | No |
| South Bay | Normandie Avenue* | Secondary Highway | N/S | Del Amo Boulevard | Torrance Boulevard | | 7,100 | 8,200 | 1,100 | 15% | | 8,340 | 9,220 | 880 | 11% | 15,440 | 17,420 | 4 | 4 | 36,000 | 0.43 | 0.48 | 0.06 | No |
| South Bay | Sepulveda Boulevard * | Major Highway | E/W | Normandie Avenue | Vermont Avenue | | 18,630 | 18,940 | 310 | 2% | | 20,720 | 21,670 | 950 | 5% | 39,350 | 40,610 | 6 | 6-8 | 54,000 | 0.73 | 0.75 | 0.02 | No |
| South Bay | Sepulveda Boulevard * | Major Highway | E/W | Vermont Avenue | I-110 South Off-ramp | | 27,630 | 28,360 | 730 | 3% | | 32,670 | 34,050 | 1,380 | 4% | 60,300 | 62,410 | 6 | 6-8 | 54,000 | 1.12 | 1.16 | 0.04 | Yes |
| South Bay | Sepulveda Boulevard * | Major Highway | E/W | I-110 South Off-ramp | Figueroa St | | 19,730 | 19,730 | 0 | 0% | | 16,860 | 16,180 | -680 | -4% | 36,590 | 35,910 | 6 | 6-8 | 54,000 | 0.68 | 0.67 | -0.01 | No |
| Antelope Valley | W Avenue J | Major Highway | E/W | 90th Street E | 100th Street E | 1,051 | 1,660 | 5,230 | 3,570 | 215% | 1,129 | 1,590 | 5,380 | 3,790 | 238% | 2,180 | 9,540 | 2 | 6-8 | 54,000 | 0.04 | 0.18 | 0.14 | No |
| Antelope Valley | W Avenue J * | Major Highway | E/W | 100th Street E | 110th Street E | | 2,050 | 8,040 | 5,990 | 292% | | 1,990 | 8,280 | 6,290 | 316% | 4,040 | 16,320 | 2 | 6-8 | 54,000 | 0.07 | 0.30 | 0.23 | No |
| Antelope Valley | W Avenue J * | Major Highway | E/W | 110th Street E | 140th Street E | | 1,800 | 8,970 | 7,170 | 398% | | 1,760 | 9,650 | 7,890 | 448% | 3,560 | 18,620 | 2 | 6-8 | 54,000 | 0.07 | 0.34 | 0.28 | No |
| Antelope Valley | W Avenue J * | Major Highway | E/W | 140th Street E | 150th Street E | | 2,500 | 8,820 | 6,320 | 253% | | 2,300 | 9,030 | 6,730 | 293% | 4,800 | 17,850 | 2 | 6-8 | 54,000 | 0.09 | 0.33 | 0.24 | No |
| Antelope Valley | W Avenue J * | Major Highway | E/W | 150th Street E | 170th Street E | | 2,630 | 9,390 | 6,760 | 257% | | 2,310 | 9,210 | 6,900 | 299% | 4,940 | 18,600 | 2 | 6-8 | 54,000 | 0.09 | 0.34 | 0.25 | No |
| Antelope Valley | W Avenue J * | Major Highway | E/W | 170th Street E | 200th Street E | | 2,650 | 9,580 | 6,930 | 262% | | 2,320 | 9,300 | 6,980 | 301% | 4,970 | 18,880 | 2 | 6-8 | 54,000 | 0.09 | 0.35 | 0.26 | No |
| Antelope Valley | Lancaster Road* | Expressway | E/W | Pine Canyon Road | W Avenue I | | 0 | 0 | 0 | N/A | | 0 | 0 | 0 | N/A | 0 | 0 | 6 | 4-8 | 66,000 | 0.00 | 0.00 | 0.00 | No |
| Antelope Valley | Lancaster Road* | Expressway | E/W | W Avenue I | 190th Street W | | 0 | 1,530 | 1,530 | N/A | | 0 | 1,710 | 1,710 | N/A | 0 | 3,240 | 6 | 4-8 | 66,000 | 0.00 | 0.05 | 0.05 | No |
| Antelope Valley | Lancaster Road* | Expressway | E/W | 190th Street W | 170th Street W | | 0 | 30 | 30 | N/A | | 0 | 30 | 30 | N/A | 0 | 60 | 6 | 4-8 | 66,000 | 0.00 | 0.00 | 0.00 | No |
| Antelope Valley | Lancaster Road* | Expressway | E/W | 170th Street W | 110th Street W | | 600 | 11,430 | 10,830 | 1805% | | 590 | 11,220 | 10,630 | 1802% | 1,190 | 22,650 | 6 | 4-8 | 66,000 | 0.02 | 0.34 | 0.33 | No |
| Antelope Valley | Lancaster Road* | Expressway | E/W | 110th Street W | 90th Street W | | 340 | 6,060 | 5,720 | 1682% | | 330 | 6,210 | 5,880 | 1782% | 670 | 12,270 | 6 | 4-8 | 66,000 | 0.01 | 0.19 | 0.18 | No |
| Antelope Valley | Lancaster Road* | Expressway | E/W | 90th Street W | 70th Street W | | 1,610 | 5,580 | 3,970 | 247% | | 1,450 | 5,710 | 4,260 | 294% | 3,060 | 11,290 | 6 | 4-8 | 66,000 | 0.05 | 0.17 | 0.12 | No |
| Antelope Valley | Lancaster Road* | Expressway | E/W | 70th Street W | 60th Street W | | 2,110 | 6,710 | 4,600 | 218% | | 2,050 | 6,610 | 4,560 | 222% | 4,160 | 13,320 | 6 | 4-8 | 66,000 | 0.06 | 0.20 | 0.14 | No |
| Antelope Valley | 170th Street E* | Secondary Highway | N/S | Avenue T | Avenue W | | 0 | 0 | 0 | N/A | | 0 | 0 | 0 | N/A | 0 | 0 | 2 | 4 | 36,000 | 0.00 | 0.00 | 0.00 | No |
| Antelope Valley | 170th Street E* | Secondary Highway | N/S | Avenue W | 165th Street | | 0 | 0 | 0 | N/A | | 0 | 0 | 0 | N/A | 0 | 0 | 2 | 4 | 36,000 | 0.00 | 0.00 | 0.00 | No |
| Antelope Valley | Elizabeth Lake Road | Major Highway | E/W | Johnson Road | San Francisquito Canyon Road | 1,814 | 4,800 | 15,350 | 10,550 | 220% | 1,851 | 4,780 | 16,290 | 11,510 | 241% | 3,665 | 25,725 | 2 | 6-8 | 54,000 | 0.07 | 0.48 | 0.41 | No |
| Antelope Valley | Elizabeth Lake Road* | Major Highway | E/W | San Francisquito Canyon Ro | Bouquet Canyon Road | | 1,110 | 4,430 | 3,320 | 299% | | 1,180 | 4,440 | 3,260 | 276% | 2,290 | 8,870 | 2 | 6-8 | 54,000 | 0.04 | 0.16 | 0.12 | No |
| Antelope Valley | Elizabeth Lake Road* | Major Highway | E/W | Bouquet Canyon Road | Godde Hill Road | | 4,350 | 13,700 | 9,350 | 215% | | 4,260 | 13,290 | 9,030 | 212% | 8,610 | 26,990 | 2 | 6-8 | 54,000 | 0.16 | 0.50 | 0.34 | No |
| Antelope Valley | W Avenue P* | Major Highway | E/W | 15th Street E | 20th Street E | | 3,130 | 8,880 | 5,750 | 184% | | 3,270 | 8,490 | 5,220 | 160% | 6,400 | 17,370 | 4 | 6-8 | 54,000 | 0.12 | 0.32 | 0.20 | No |
| Antelope Valley | W Avenue P* | Major Highway | E/W | 20th Street E | 25th Street E | | 3,130 | 8,890 | 5,760 | 184% | | 3,270 | 8,500 | 5,230 | 160% | 6,400 | 17,390 | 4 | 6-8 | 54,000 | 0.12 | 0.32 | 0.20 | No |
| Antelope Valley | W Avenue P* | Major Highway | E/W | 25th Street E | 30th Street E | | 720 | 5,720 | 5,000 | 694% | | 690 | 3,180 | 2,490 | 361% | 1,410 | 8,900 | 4 | 6-8 | 54,000 | 0.03 | 0.16 | 0.14 | No |
| Antelope Valley | W Avenue P* | Major Highway | E/W | 30th Street E | 40th Street E | | 1,260 | 4,610 | 3,350 | 266% | | 1,410 | 4,850 | 3,440 | 244% | 2,670 | 9,460 | 2 | 6-8 | 54,000 | 0.05 | 0.18 | 0.13 | No |
| Antelope Valley | W Avenue P* | Major Highway | E/W | 40th Street E | 47th Street E | | 850 | 4,710 | 3,860 | 454% | | 1,050 | 4,980 | 3,930 | 374% | 1,900 | 9,690 | 2 | 6-8 | 54,000 | 0.04 | 0.18 | 0.14 | No |
| Antelope Valley | W Avenue P* | Major Highway | E/W | 47th Street E | 70th Street E | | 1,240 | 8,620 | 7,380 | 595% | | 1,620 | 8,420 | 6,800 | 420% | 2,860 | 17,040 | 2 | 6-8 | 54,000 | 0.05 | 0.32 | 0.26 | No |
| Antelope Valley | 200th Street E* | Secondary Highway | N/S | E Avenue G | E Avenue J | | 1,150 | 19,220 | 18,070 | 1571% | | 1,140 | 18,650 | 17,510 | 1536% | 2,290 | 37,870 | 2 | 4 | 36,000 | 0.06 | 1.05 | 0.99 | Yes |
| Antelope Valley | E Palmdale Boulevard | Major Highway | E/W | 90th Street E | 95th Street E | 3,639 | 5,200 | 10,060 | 4,860 | 93% | 4,272 | 5,320 | 9,970 | 4,650 | 87% | 7,911 | 17,421 | 2 | 6-8 | 54,000 | 0.15 | 0.32 | 0.18 | No |
| Antelope Valley | E Palmdale Boulevard* | Major Highway | E/W | 95th Street E | 100th Street E | | 4,680 | 7,810 | 3,130 | 67% | | 4,770 | 7,790 | 3,020 | 63% | 9,450 | 15,600 | 2 | 6-8 | 54,000 | 0.18 | 0.29 | 0.11 | No |
| Antelope Valley | E Palmdale Boulevard* | Major Highway | E/W | 100th Street E | 105th Street E | | 3,150 | 6,390 | 3,240 | 103% | | 3,240 | 5,890 | 2,650 | 82% | 6,390 | 12,280 | 2 | 6-8 | 54,000 | 0.12 | 0.23 | 0.11 | No |
| Antelope Valley | E Palmdale Boulevard* | Major Highway | E/W | 105th Street E | 110 Street E | | 3,150 | 6,250 | 3,100 | 98% | | 3,240 | 5,740 | 2,500 | 77% | 6,390 | 11,990 | 2 | 6-8 | 54,000 | 0.12 | 0.22 | 0.10 | No |
| Antelope Valley | W Avenue G * | Expressway | E/W | SR-14 Antelope Valley Free | 15th Street W | | 960 | 4,210 | 3,250 | 339% | | 1,170 | 4,480 | 3,310 | 283% | 2,130 | 8,690 | 2 | 4-8 | 44,000 | 0.05 | 0.20 | 0.15 | No |
| Antelope Valley | W Avenue G * | Expressway | E/W | 15th Street W | 10th Street W | | 340 | 2,630 | 2,290 | 674% | | 400 | 2,720 | 2,320 | 580% | 740 | 5,350 | 2 | 4-8 | 44,000 | 0.02 | 0.12 | 0.10 | No |
| Antelope Valley | W Avenue G * | Expressway | E/W | 10th Street W | Sierra Highway | | 510 | 3,920 | 3,410 | 669% | | 600 | 4,380 | 3,780 | 630% | 1,110 | 8,300 | 2 | 4-8 | 44,000 | 0.03 | 0.19 | 0.16 | No |
| Antelope Valley | W Avenue G * | Expressway | E/W | Sierra Highway | Division Street | | 680 | 5,160 | 4,480 | 659% | | 690 | 5,640 | 4,950 | 717% | 1,370 | 10,800 | 2 | 4-8 | 44,000 | 0.03 | 0.25 | 0.21 | No |
| Antelope Valley | E Avenue O* | Major Highway | E/W | 145th Street E | 150th Street E | | 890 | 8,120 | 7,230 | 812% | | 960 | 8,520 | 7,560 | 788% | 1,850 | 16,640 | 2 | 6-8 | 54,000 | 0.03 | 0.31 | 0.27 | No |
| Antelope Valley | E Avenue O | Major Highway | E/W | 150th Street E | 170th Street E | 2,326 | 350 | 2,370 | 2,020 | 577% | 2,108 | 280 | 2,510 | 2,230 | 796% | 4,434 | 8,684 | 2 | 6-8 | 54,000 | 0.08 | 0.16 | 0.08 | No |
| Antelope Valley | E Avenue O | Major Highway | E/W | 170th Street E | 175th Street E | 1,569 | 320 | 2,300 | 1,980 | 619% | 1,533 | 280 | 2,460 | 2,180 | 779% | 3,102 | 7,262 | 2 | 6-8 | 54,000 | 0.06 | 0.13 | 0.08 | No |
| Antelope Valley | E Avenue O | Major Highway | E/W | 175th Street E | 180th Street E | 600 | 450 | 3,140 | 2,690 | 598% | 646 | 380 | 3,430 | 3,050 | 803% | 1,246 | 6,986 | 2 | 6-8 | 54,000 | 0.02 | 0.13 | 0.11 | No |
| Antelope Valley | E Avenue O | Secondary Highway | E/W | 180th Street E | 200th Street E | 486 | 1,670 | 8,310 | 6,640 | 398% | 505 | 1,470 | 8,410 | 6,940 | 472% | 991 | 14,571 | 2 | 4 | 36,000 | 0.03 | 0.40 | 0.38 | No |
| Antelope Valley | E Avenue O* | Secondary Highway | E/W | 200th Street E | 210 Street E | | 1,660 | 8,940 | 7,280 | 439% | | 1,450 | 9,350 | 7,900 | 545% | 3,110 | 18,290 | 2 | 4 | 36,000 | 0.09 | 0.51 | 0.42 | No |
| Antelope Valley | E Avenue O* | Secondary Highway | E/W | 210 Street E | 240th Street E | | 1,980 | 2,520 | 540 | 27% | | 1,690 | 2,310 | 620 | 37% | 3,670 | 4,830 | 2 | 4 | 36,000 | 0.10 | 0.13 | 0.03 | No |
| Antelope Valley | W Avenue L* | Expressway | E/W | Rancho Vista Road | 45th Street W | | 6,170 | 7,900 | 1,730 | 28% | | 6,250 | 8,010 | 1,760 | 28% | 12,420 | 15,910 | 4 | 4-8 | 44,000 | 0.28 | 0.36 | 0.08 | No |
| Antelope Valley | W Avenue L* | Expressway | E/W | 45th Street W | 40th Street W | | 4,600 | 5,340 | 740 | 16% | | 4,980 | 5,960 | 980 | 20% | 9,580 | 11,300 | 4 | 4-8 | 44,000 | 0.22 | 0.26 | 0.04 | No |
| Antelope Valley | Pearblossom Highway (SR-138)* | Major Highway | E/W | 70th Street E | E Avenue T 8 | | 10,360 | 23,840 | 13,480 | 130% | | 10,790 | 24,000 | 13,210 | 122% | 21,150 | 47,840 | 4 | 6-8 | 54,000 | 0.39 | 0.89 | 0.49 | No |
| Antelope Valley | Pearblossom Highway (SR-138) | Major Highway | E/W | E Avenue T 8 | 82nd Street E | 7,388 | 10,360 | 23,550 | 13,190 | 127% | 7,834 | 10,790 | 23,640 | 12,850 | 119% | 15,222 | 41,262 | 4 | 6-8 | 54,000 | 0.28 | 0.76 | 0.48 | No |
| Antelope Valley | Pearblossom Highway (SR-138) | Major Highway | E/W | 82nd Street E | 87th Street E | 7,503 | 9,010 | 18,620 | 9,610 | 107% | 7,173 | 8,640 | 18,610 | 9,970 | 115% | 14,676 | 34,256 | 4 | 6-8 | 54,000 | 0.27 | 0.63 | 0.36 | No |
| Antelope Valley | Pearblossom Highway (SR-138)* | Major Highway | E/W | 87th Street E | 96th Street E | | 9,070 | 18,610 | 9,540 | 105% | | 8,720 | 18,680 | 9,960 | 114% | 17,790 | 37,290 | 4 | 6-8 | 54,000 | 0.33 | 0.69 | 0.36 | No |
| Antelope Valley | Pearblossom Highway (SR-138)* | Major Highway | E/W | 96th Street E | 106th Street E | | 10,270 | 22,060 | 11,790 | 115% | | 9,750 | 22,190 | 12,440 | 128% | 20,020 | 44,250 | 4 | 6-8 | 54,000 | 0.37 | 0.82 | 0.45 | No |
| Antelope Valley | Pearblossom Highway (SR-138)* | Major Highway | E/W | 106th Street E | 116th Street E | | 10,170 | 19,990 | 9,820 | 97% | | 9,680 | 20,110 | 10,430 | 108% | 19,850 | 40,100 | 4 | 6-8 | 54,000 | 0.37 | 0.74 | 0.38 | No |
| Antelope Valley | Pearblossom Highway (SR-138)* | Major Highway | E/W | 116th Street E | 126th Street E | | 9,570 | 18,930 | 9,360 | 98% | | 8,990 | 18,250 | 9,260 | 103% | 18,560 | 37,180 | 4 | 6-8 | 54,000 | 0.34 | 0.69 | 0.34 | No |
| Antelope Valley | Pearblossom Highway (SR-138)* | Major Highway | E/W | 126th Street E | 131st Street E | | 10,410 | 22,240 | 11,830 | 114% | | 9,900 | 20,720 | 10,820 | 109% | 20,310 | 42,960 | 4 | 6-8 | 54,000 | 0.38 | 0.80 | 0.42 | No |
| Antelope Valley | Pearblossom Highway (SR-138)* | Major Highway | E/W | 131st Street E | 170th Street E | | 12,270 | 30,220 | 17,950 | 146% | | 12,180 | 30,450 | 18,270 | 150% | 24,450 | 60,670 | 4 | 6-8 | 54,000 | 0.45 | 1.12 | 0.67 | Yes |
| Antelope Valley | Fort Tejon Road* | Secondary Highway | E/W | 87th Street E | Mount Emma Road | | 1,630 | 6,690 | 5,060 | 310% | | 2,330 | 6,680 | 4,350 | 187% | 3,960 | 13,370 | 2 | 4 | 36,000 | 0.11 | 0.37 | 0.26 | No |
| Antelope Valley | Fort Tejon Road * | Secondary Highway | E/W | Mount Emma Road | 96th Street | | 2,990 | 8,030 | 5,040 | 169% | | 4,170 | 8,280 | 4,110 | 99% | 7,160 | 16,310 | 2 | 4 | 36,000 | 0.20 | 0.45 | 0.25 | No |
| Antelope Valley | Fort Tejon Road * | Secondary Highway | E/W | 96th Street | 106th Street | | 3,100 | 8,840 | 5,740 | 185% | | 4,320 | 9,140 | 4,820 | 112% | 7,420 | 17,980 | 2 | 4 | 36,000 | 0.21 | 0.50 | 0.29 | No |
| Antelope Valley | Fort Tejon Road* | Secondary Highway | E/W | 106th Street | 131 Street E | | 2,040 | 2,420 | 380 | 19% | | 3,170 | 2,400 | -770 | -24% | 5,210 | 4,820 | 2 | 4 | 36,000 | 0.14 | 0.13 | -0.01 | No |
| Santa Clarita Valley | Pico Canyon Road* | Major Highway | E/W | The Old Road | I-5 South Off-ramp | | 14,560 | 21,750 | 7,190 | 49% | | 19,930 | 28,170 | 8,240 | 41% | 34,490 | 49,920 | 4 | 6-8 | 54,000 | 0.64 | 0.92 | 0.29 | No |
| Santa Clarita Valley | Pico Canyon Road* | Major Highway | E/W | Constitution Drive | The Old Road | | 18,720 | 25,070 | 6,350 | 34% | | 20,100 | 28,460 | 8,360 | 42% | 38,820 | 53,530 | 4 | 6-8 | 54,000 | 0.72 | 0.99 | 0.27 | No |
| Santa Clarita Valley | Pico Canyon Road* | Major Highway | E/W | Stevenson Ranch Parkway | Constitution Drive | | 18,720 | 25,070 | 6,350 | 34% | | 20,100 | 28,460 | 8,360 | 42% | 38,820 | 53,530 | 4 | 6-8 | 54,000 | 0.72 | 0.99 | 0.27 | No |
| Santa Clarita Valley | Pico Canyon Road* | Major Highway | E/W | Whispering Oaks Drive | Stevenson Ranch Parkway | | 14,370 | 26,280 | 11,910 | 83% | | 14,180 | 26,250 | 12,070 | 85% | 28,550 | 52,530 | 4 | 6-8 | 54,000 | 0.53 | 0.97 | 0.44 | No |
| Santa Clarita Valley | Copper Hill Drive* | Major Highway | E/W | Avenida Rancho Tesoro | E/O McBean Parkway | | 4,300 | 11,210 | 6,910 | 161% | | 4,890 | 11,200 | 6,310 | 129% | 9,190 | 22,410 | 4 | 6-8 | 54,000 | 0.17 | 0.42 | 0.24 | No |
| Santa Clarita Valley | Copper Hill Drive | Major Highway | E/W | Decoro Drive | Avenida Rancho Tesoro | 14,694 | 4,000 | 7,570 | 3,570 | 89% | 14,713 | 3,330 | 6,310 | 2,980 | 89% | 29,407 | 35,957 | 6 | 6-8 | 54,000 | 0.54 | 0.67 | 0.12 | No |
| Santa Clarita Valley | Henry Mayo Drive (SR-126) | Expressway | E/W | Commerce Center Drive | I-5 South Off-ramp | 2,223 | 22,910 | 44,020 | 21,110 | 92% | 1,543 | 21,250 | 39,770 | 18,520 | 87% | 3,766 | 43,396 | 6 | 4-8 | 66,000 | 0.06 | 0.66 | 0.60 | No |
| Santa Clarita Valley | Henry Mayo Drive (SR-126)* | Expressway | E/W | Del Valle Road | Commerce Center Drive | | 13,390 | 23,210 | 9,820 | 73% | | 13,970 | 20,990 | 7,020 | 50% | 27,360 | 44,200 | 6 | 4-8 | 66,000 | 0.41 | 0.67 | 0.26 | No |
| Santa Clarita Valley | Henry Mayo Drive (SR-126)* | Expressway | E/W | San Martinez Grande Canyo | Del Valle Road | | 16,070 | 29,460 | 13,390 | 83% | | 17,000 | 30,340 | 13,340 | 78% | 33,070 | 59,800 | 4 | 4-8 | 44,000 | 0.75 | 1.36 | 0.61 | Yes |

**County of Los Angeles General Plan Update**
**Existing vs. Existing Plus Project**
# APPENDIX A

| Planning Area | Street Name | Classification | Direction | Street Limits | | Northbound/Westbound | | | | | Southbound/Eastbound | | | | | 2-Way Existing ADT [1] | 2-Way Existing Plus Project ADT [1] | Lanes (2035 Model) | County General Plan Designated Buildout Lanes | LA County Maximum Capacity at LOS E | Existing V/C [1] | Existing Plus Project V/C [1] | Difference in V/C | Exceeds Capacity Thresholds AND Δ ≥ 0.02 (Yes/No) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | From | To | Existing ADT (Counts) | Existing Model ADT | Existing Plus Project Model ADT | Difference | Percent Growth | Existing ADT (Counts) | Existing Model ADT | Existing Plus Project Model ADT | Difference | Percent Growth | | | | | | | | | |
| Santa Clarita Valley | Bouquet Canyon Road* | Major Highway | N/S | Vasquez Canyon Road | Shadow Valley Lane | | 3,030 | 7,400 | 4,370 | 144% | | 3,270 | 7,050 | 3,780 | 116% | 6,300 | 14,450 | 2 | 6-8 | 54,000 | 0.12 | 0.27 | 0.15 | No |
| Santa Clarita Valley | Bouquet Canyon Road* | Major Highway | N/S | Texas Canyon Road | Vasquez Canyon Road | | 2,800 | 9,890 | 7,090 | 253% | | 2,810 | 9,040 | 6,230 | 222% | 5,610 | 18,930 | 2 | 6-8 | 54,000 | 0.10 | 0.35 | 0.25 | No |
| Santa Clarita Valley | Sierra Highway | Major Highway | N/S | Sand Canyon Road | Ryan Lane | 3,576 | 3,980 | 13,480 | 9,500 | 239% | 4,379 | 3,390 | 12,390 | 9,000 | 265% | 7,955 | 26,455 | 4 | 6-8 | 54,000 | 0.15 | 0.49 | 0.34 | No |
| Santa Clarita Valley | Sierra Highway* | Major Highway | N/S | Vasquez Canyon Road | Sand Canyon Road | | 2,940 | 14,940 | 12,000 | 408% | | 2,750 | 13,420 | 10,670 | 388% | 5,690 | 28,360 | 4 | 6-8 | 54,000 | 0.11 | 0.53 | 0.42 | No |
| Santa Clarita Valley | Sierra Highway | Major Highway | N/S | Davenport Road | Vasquez Canyon Road | 4,267 | 1,370 | 7,880 | 6,510 | 475% | 3,867 | 1,210 | 6,200 | 4,990 | 412% | 8,134 | 19,634 | 4 | 6-8 | 54,000 | 0.15 | 0.36 | 0.21 | No |
| Santa Clarita Valley | Sierra Highway | Major Highway | N/S | Agua Dulce Canyon Road | Davenport Road | 2,835 | 850 | 4,770 | 3,920 | 461% | 2,624 | 730 | 3,830 | 3,100 | 425% | 5,459 | 12,479 | 2 | 6-8 | 54,000 | 0.10 | 0.23 | 0.13 | No |
| Santa Clarita Valley | Vasquez Canyon Road* | Major Highway | E/W | Bouquet Canyon Road | Sierra Highway | | 1,080 | 5,830 | 4,750 | 440% | | 890 | 5,540 | 4,650 | 522% | 1,970 | 11,370 | 2 | 6-8 | 54,000 | 0.04 | 0.21 | 0.17 | No |
| Santa Clarita Valley | Plum Canyon Road | Major Highway | E/W | Via Joyce Drive | Santa Catarina Road | 8,863 | 6,320 | 9,190 | 2,870 | 45% | 8,935 | 6,020 | 8,920 | 2,900 | 48% | 17,798 | 23,568 | 6 | 6-8 | 54,000 | 0.33 | 0.44 | 0.11 | No |
| Santa Clarita Valley | Plum Canyon Road | Major Highway | E/W | Santa Catarina Road | La Madrid Drive | 8,247 | 6,500 | 10,010 | 3,510 | 54% | 8,232 | 6,160 | 10,300 | 4,140 | 67% | 16,479 | 24,129 | 6 | 6-8 | 54,000 | 0.31 | 0.45 | 0.14 | No |
| Santa Clarita Valley | Plum Canyon Road | Major Highway | E/W | La Madrid Drive | Farrell Road | 7,391 | 7,100 | 10,580 | 3,480 | 49% | 7,282 | 6,670 | 10,710 | 4,040 | 61% | 14,673 | 22,193 | 6 | 6-8 | 54,000 | 0.27 | 0.41 | 0.14 | No |
| Santa Clarita Valley | Plum Canyon Road* | Major Highway | E/W | Farrell Road | Ashboro Road | | 6,100 | 7,870 | 1,770 | 29% | | 5,660 | 7,930 | 2,270 | 40% | 11,760 | 15,800 | 6 | 6-8 | 54,000 | 0.22 | 0.29 | 0.07 | No |
| Santa Clarita Valley | Commerce Center Drive* | Major Highway | N/S | The Old Road | Hasley Canyon Road | | 12,600 | 23,460 | 10,860 | 86% | | 13,160 | 21,130 | 7,970 | 61% | 25,760 | 44,590 | 4 | 6-8 | 54,000 | 0.48 | 0.83 | 0.35 | No |
| Santa Clarita Valley | Commerce Center Drive* | Major Highway | N/S | Hasley Canyon Road | Live Oak Road | | 2,730 | 8,310 | 5,580 | 204% | | 3,100 | 8,500 | 5,400 | 174% | 5,830 | 16,810 | 4 | 6-8 | 54,000 | 0.11 | 0.31 | 0.20 | No |
| Santa Clarita Valley | Commerce Center Drive* | Major Highway | N/S | Live Oak Road | Henry Mayo Drive | | 3,580 | 12,600 | 9,020 | 252% | | 3,140 | 13,090 | 9,950 | 317% | 6,720 | 25,690 | 4 | 6-8 | 54,000 | 0.12 | 0.48 | 0.35 | No |
| East San Gabriel Valley | Colima Road* | Major Highway | E/W | Camino Del Sur | Hacienda Boulevard | | 23,590 | 25,660 | 2,070 | 9% | | 23,130 | 25,070 | 1,940 | 8% | 46,720 | 50,730 | 6 | 6-8 | 54,000 | 0.87 | 0.94 | 0.07 | No |
| East San Gabriel Valley | Colima Road* | Major Highway | E/W | Hacienda Boulevard | Stimson Avenue | | 14,080 | 13,190 | -890 | -6% | | 16,130 | 14,540 | -1,590 | -10% | 30,210 | 27,730 | 6 | 6-8 | 54,000 | 0.56 | 0.51 | -0.05 | No |
| East San Gabriel Valley | Colima Road* | Major Highway | E/W | Stimson Avenue | Haliburton Road | | 16,550 | 16,260 | -290 | -2% | | 18,860 | 17,630 | -1,230 | -7% | 35,410 | 33,890 | 6 | 6-8 | 54,000 | 0.66 | 0.63 | -0.03 | No |
| East San Gabriel Valley | Colima Road* | Major Highway | E/W | Halliburton Road | Azusa Avenue | | 17,580 | 17,300 | -280 | -2% | | 20,430 | 19,410 | -1,020 | -5% | 38,010 | 36,710 | 6 | 6-8 | 54,000 | 0.70 | 0.68 | -0.02 | No |
| East San Gabriel Valley | Colima Road* | Major Highway | E/W | Azusa Avenue | Albatross Road | | 18,360 | 20,460 | 2,100 | 11% | | 18,520 | 18,640 | 120 | 1% | 36,880 | 39,100 | 6 | 6-8 | 54,000 | 0.68 | 0.72 | 0.04 | No |
| East San Gabriel Valley | Colima Road* | Major Highway | E/W | Albatross Road | Stoner Creek Road | | 8,210 | 8,940 | 730 | 9% | | 8,510 | 8,460 | -50 | -1% | 16,720 | 17,400 | 6 | 6-8 | 54,000 | 0.31 | 0.32 | 0.01 | No |
| East San Gabriel Valley | Colima Road* | Major Highway | E/W | Stoner Creek Road | Larkvane Road | | 14,670 | 15,150 | 480 | 3% | | 14,790 | 16,010 | 1,220 | 8% | 29,460 | 31,160 | 6 | 6-8 | 54,000 | 0.55 | 0.58 | 0.03 | No |
| East San Gabriel Valley | Colima Road* | Major Highway | E/W | S Larkvane Road | Fullerton Road | | 14,670 | 15,150 | 480 | 3% | | 14,790 | 16,010 | 1,220 | 8% | 29,460 | 31,160 | 6 | 6-8 | 54,000 | 0.55 | 0.58 | 0.03 | No |
| East San Gabriel Valley | Colima Road* | Major Highway | E/W | Fullerton Road | Batson Avenue | | 15,360 | 22,210 | 6,850 | 45% | | 14,820 | 19,400 | 4,580 | 31% | 30,180 | 41,610 | 6 | 6-8 | 54,000 | 0.56 | 0.77 | 0.21 | No |
| East San Gabriel Valley | Colima Road* | Major Highway | E/W | Batson Avenue | Nogales Street | | 8,940 | 11,280 | 2,340 | 26% | | 9,530 | 10,470 | 940 | 10% | 18,470 | 21,750 | 6 | 6-8 | 54,000 | 0.34 | 0.40 | 0.06 | No |
| East San Gabriel Valley | Colima Road* | Major Highway | E/W | Nogales Street | Otterbein Avenue | | 11,700 | 12,280 | 580 | 5% | | 10,190 | 11,110 | 920 | 9% | 21,890 | 23,390 | 6 | 6-8 | 54,000 | 0.41 | 0.43 | 0.03 | No |
| East San Gabriel Valley | Colima Road* | Major Highway | E/W | Otterbein Avenue | Fairway Drive | | 8,180 | 8,400 | 220 | 3% | | 6,480 | 7,020 | 540 | 8% | 14,660 | 15,420 | 6 | 6-8 | 54,000 | 0.27 | 0.29 | 0.01 | No |
| East San Gabriel Valley | Colima Road* | Major Highway | E/W | Fairway Drive | Lake Canyon Drive | | 4,010 | 5,340 | 1,330 | 33% | | 3,510 | 3,580 | 70 | 2% | 7,520 | 8,920 | 4 | 6-8 | 54,000 | 0.14 | 0.17 | 0.03 | No |
| East San Gabriel Valley | Amar Road | Major Highway | E/W | Echelon Avenue | Valinda Avenue | 11,009 | 9,390 | 7,890 | -1,500 | -16% | 10,911 | 10,440 | 8,640 | -1,800 | -17% | 21,920 | 18,620 | 4 | 6-8 | 54,000 | 0.41 | 0.34 | -0.06 | No |
| East San Gabriel Valley | Amar Road | Major Highway | E/W | Valinda Avenue | Lark Ellen Avenue | 12,793 | 13,130 | 11,230 | -1,900 | -14% | 12,069 | 13,510 | 12,090 | -1,420 | -11% | 24,862 | 21,542 | 6 | 6-8 | 54,000 | 0.46 | 0.40 | -0.06 | No |
| East San Gabriel Valley | Amar Road | Major Highway | E/W | Lark Ellen Avenue | Azusa Avenue | 14,372 | 15,390 | 14,100 | -1,290 | -8% | 14,490 | 16,090 | 14,520 | -1,570 | -10% | 28,862 | 26,002 | 6 | 6-8 | 54,000 | 0.53 | 0.48 | -0.05 | No |
| East San Gabriel Valley | Nogales Street* | Major Highway | N/S | Gale Street | SR-60 Freeway Westbound Off-r | | 17,570 | 13,840 | -3,730 | -21% | | 17,540 | 12,230 | -5,310 | -30% | 35,110 | 26,070 | 4 | 6-8 | 54,000 | 0.65 | 0.48 | -0.17 | No |
| East San Gabriel Valley | Nogales Street* | Major Highway | N/S | SR-60 Freeway Eastbound C | Daisetta Street | | 16,839 | 17,966 | 1,127 | 7% | | 19,710 | 18,970 | -740 | -4% | 36,549 | 36,936 | 6 | 6-8 | 54,000 | 0.68 | 0.68 | 0.01 | No |
| East San Gabriel Valley | Nogales Street* | Major Highway | N/S | Daisetta Street | Colima Road | | 19,980 | 21,260 | 1,280 | 6% | | 19,710 | 18,970 | -740 | -4% | 39,690 | 40,230 | 4 | 6-8 | 54,000 | 0.74 | 0.75 | 0.01 | No |
| East San Gabriel Valley | Nogales Street | Major Highway | N/S | Colima Road | Pathfinder Road | 7,436 | 9,060 | 9,530 | 470 | 5% | 8,913 | 10,840 | 8,420 | -2,420 | -22% | 16,349 | 14,399 | 4 | 6-8 | 54,000 | 0.30 | 0.27 | -0.04 | No |
| East San Gabriel Valley | Hacienda Boulevard* | Major Highway | N/S | Gale Avenue | SR-60 Freeway Westbound Off-r | | 22,570 | 18,860 | -3,710 | -16% | | 24,760 | 20,560 | -4,200 | -17% | 47,330 | 39,420 | 6 | 6-8 | 54,000 | 0.88 | 0.73 | -0.15 | No |
| East San Gabriel Valley | Hacienda Boulevard* | Major Highway | N/S | SR-60 Freeway Westbound | SR-60 Freeway Eastbound Off-ra | | 26,060 | 27,770 | 1,710 | 7% | | 24,410 | 26,180 | 1,770 | 7% | 50,470 | 53,950 | 6 | 6-8 | 54,000 | 0.93 | 1.00 | 0.06 | No |
| East San Gabriel Valley | Hacienda Boulevard* | Major Highway | N/S | SR-60 Freeway Eastbound C | Halliburton Road | | 20,360 | 26,990 | 6,630 | 33% | | 23,280 | 28,880 | 5,600 | 24% | 43,640 | 55,870 | 6 | 6-8 | 54,000 | 0.81 | 1.03 | 0.23 | Yes |
| East San Gabriel Valley | Hacienda Boulevard | Major Highway | N/S | Halliburton Road | Las Lomitas Drive | 20,928 | 18,770 | 23,490 | 4,720 | 25% | 20,616 | 20,120 | 25,810 | 5,690 | 28% | 41,544 | 51,954 | 6 | 6-8 | 54,000 | 0.77 | 0.96 | 0.19 | No |
| East San Gabriel Valley | Hacienda Boulevard* | Major Highway | N/S | Las Lomitas Drive | Colima Road | | 17,040 | 20,180 | 3,140 | 18% | | 18,260 | 22,650 | 4,390 | 24% | 35,300 | 42,830 | 6 | 6-8 | 54,000 | 0.65 | 0.79 | 0.14 | No |
| East San Gabriel Valley | Hacienda Boulevard* | Major Highway | N/S | Colima Road | Glenmark Drive | | 13,440 | 6,470 | -6,970 | -52% | | 12,230 | 6,080 | -6,150 | -50% | 25,670 | 12,550 | 4 | 6-8 | 54,000 | 0.48 | 0.23 | -0.24 | No |
| East San Gabriel Valley | Grand Avenue | Major Highway | N/S | Holt Avenue | Cameron Avenue | 15,534 | 14,840 | 14,320 | -520 | -4% | 15,409 | 12,900 | 12,100 | -800 | -6% | 30,943 | 29,623 | 4 | 6-8 | 54,000 | 0.57 | 0.55 | -0.02 | No |
| East San Gabriel Valley | Cypress Street* | Secondary Highway | E/W | Ellen Drive | Vincent Avenue | | 3,120 | 2,550 | -570 | -18% | | 4,270 | 2,840 | -1,430 | -33% | 7,390 | 5,390 | 2 | 4 | 36,000 | 0.21 | 0.15 | -0.06 | No |
| East San Gabriel Valley | Cypress Street* | Secondary Highway | E/W | Vincent Avenue | Lark Ellen Avenue | | 2,520 | 2,250 | -270 | -11% | | 4,020 | 2,440 | -1,580 | -39% | 6,540 | 4,690 | 2 | 4 | 36,000 | 0.18 | 0.13 | -0.05 | No |
| East San Gabriel Valley | Arrow Highway* | Major Highway | E/W | Glendora Avenue | Bonnie Cove Avenue | | 9,110 | 8,190 | -920 | -10% | | 10,230 | 9,190 | -1,040 | -10% | 19,340 | 17,380 | 4 | 6-8 | 54,000 | 0.36 | 0.32 | -0.04 | No |
| East San Gabriel Valley | Arrow Highway* | Major Highway | E/W | Bonnie Cove Avenue | Sunflower Avenue | | 8,940 | 8,210 | -730 | -8% | | 10,090 | 9,230 | -860 | -9% | 19,030 | 17,440 | 4 | 6-8 | 54,000 | 0.35 | 0.32 | -0.03 | No |
| East San Gabriel Valley | Arrow Highway | Major Highway | E/W | Sunflower Avenue | Valley Center Avenue | 12,033 | 8,110 | 7,420 | -690 | -9% | 10,517 | 9,920 | 8,700 | -1,220 | -12% | 22,550 | 20,640 | 4 | 6-8 | 54,000 | 0.42 | 0.38 | -0.04 | No |
| East San Gabriel Valley | Cienega Avenue* | Secondary Highway | E/W | Glendora Avenue | Bonnie Cove Avenue | | 210 | 280 | 70 | 33% | | 690 | 410 | -280 | -41% | 900 | 690 | 4 | 4 | 36,000 | 0.03 | 0.02 | -0.01 | No |
| East San Gabriel Valley | Cienega Avenue* | Secondary Highway | E/W | Bonnie Cove Avenue | Sunflower Avenue | | 200 | 280 | 80 | 40% | | 690 | 410 | -280 | -41% | 890 | 690 | 4 | 4 | 36,000 | 0.02 | 0.02 | -0.01 | No |
| East San Gabriel Valley | Cienega Avenue* | Secondary Highway | E/W | Sunflower Avenue | Valley Center Avenue | | 10 | 0 | -10 | -100% | | 210 | 120 | -90 | -43% | 220 | 120 | 4 | 4 | 36,000 | 0.01 | 0.00 | 0.00 | No |
| Gateway | Alameda Street (SR-47)* | Major Highway | N/S | Laurel Park Road | Del Amo Boulevard | | 4,690 | 4,530 | -160 | -3% | | 4,890 | 5,280 | 390 | 8% | 9,580 | 9,810 | 6 | 6-8 | 54,000 | 0.18 | 0.18 | 0.00 | No |
| Gateway | Alameda Street (SR-47)* | Major Highway | N/S | Manville Street | Laurel Park Road | | 4,080 | 4,010 | -70 | -2% | | 3,840 | 3,790 | -50 | -1% | 7,920 | 7,800 | 6 | 6-8 | 54,000 | 0.15 | 0.14 | 0.00 | No |
| Gateway | Santa Fe Avenue* | Major Highway | N/S | Las Hermanas Street | Victoria Street | | 9,040 | 7,870 | -1,170 | -13% | | 7,230 | 6,350 | -880 | -12% | 16,270 | 14,220 | 4 | 6-8 | 54,000 | 0.30 | 0.26 | -0.04 | No |
| Gateway | Santa Fe Avenue* | Major Highway | N/S | Victoria Street | Santa Fe Avenue | | 3,820 | 2,900 | -920 | -24% | | 3,220 | 2,560 | -660 | -20% | 7,040 | 5,460 | 4 | 6-8 | 54,000 | 0.13 | 0.10 | -0.03 | No |
| Gateway | Norwalk Boulevard* | Major Highway | N/S | Whittier Boulevard | Townley Drive | | 8,000 | 5,290 | -2,710 | -34% | | 6,620 | 6,670 | 50 | 1% | 14,620 | 11,960 | 4 | 6-8 | 54,000 | 0.27 | 0.22 | -0.05 | No |
| Gateway | Norwalk Boulevard | Major Highway | N/S | Townley Drive | Mines Boulevard | 9,771 | 11,150 | 10,300 | -850 | -8% | 10,597 | 9,040 | 9,860 | 820 | 9% | 20,368 | 20,338 | 4 | 6-8 | 54,000 | 0.38 | 0.38 | 0.00 | No |
| Gateway | Norwalk Boulevard | Major Highway | N/S | Mines Boulevard | Saragosa Street | 9,860 | 7,750 | 7,440 | -310 | -4% | 10,825 | 5,770 | 5,670 | -100 | -2% | 20,685 | 20,275 | 4 | 6-8 | 54,000 | 0.38 | 0.38 | -0.01 | No |
| Gateway | Norwalk Boulevard | Major Highway | N/S | Saragosa Street | Washington Boulevard | 11,545 | 7,340 | 5,400 | -1,940 | -26% | 12,108 | 8,510 | 1,400 | -7,110 | -84% | 23,653 | 14,603 | 4 | 6-8 | 54,000 | 0.44 | 0.27 | -0.17 | No |
| Gateway | Norwalk Boulevard | Major Highway | N/S | Broadway | Slauson Avenue | 12,596 | 16,100 | 10,040 | -6,060 | -38% | 10,978 | 15,410 | 9,100 | -6,310 | -41% | 23,574 | 11,204 | 2 | 6-8 | 54,000 | 0.44 | 0.21 | -0.23 | No |
| Gateway | Norwalk Boulevard | Major Highway | N/S | Slauson Avenue | Los Nietos Road | 10,967 | 12,680 | 7,530 | -5,150 | -41% | 11,381 | 12,850 | 8,230 | -4,620 | -36% | 22,348 | 12,578 | 2 | 6-8 | 54,000 | 0.41 | 0.23 | -0.18 | No |
| Gateway | Washington Boulevard* | Major Highway | E/W | Broadway | Sorensen Avenue | | 13,260 | 13,100 | -160 | -1% | | 13,300 | 12,580 | -720 | -5% | 26,560 | 25,680 | 4 | 6-8 | 54,000 | 0.49 | 0.48 | -0.02 | No |
| Gateway | Washington Boulevard* | Major Highway | E/W | Sorensen Avenue | Calobar Avenue | | 9,560 | 7,940 | -1,620 | -17% | | 9,370 | 7,680 | -1,690 | -18% | 18,930 | 15,620 | 4 | 6-8 | 54,000 | 0.35 | 0.29 | -0.06 | No |
| Gateway | Washington Boulevard* | Major Highway | E/W | Calobar Avenue | Rivera Road | | 10,090 | 8,250 | -1,840 | -18% | | 9,750 | 8,000 | -1,750 | -18% | 19,840 | 16,250 | 4 | 6-8 | 54,000 | 0.37 | 0.30 | -0.07 | No |
| Gateway | Slauson Avenue* | Major Highway | E/W | Sal Avenue | I-605 Southbound Off-ramp | | 27,230 | 23,060 | -4,170 | -15% | | 26,220 | 19,620 | -6,600 | -25% | 53,450 | 42,680 | 4 | 6-8 | 54,000 | 0.99 | 0.79 | -0.20 | No |
| Gateway | Slauson Avenue | Major Highway | E/W | I-605 Southbound | Pioneer Boulevard | 13,155 | 22,870 | 22,060 | -810 | -4% | 18,215 | 26,270 | 22,310 | -3,960 | -15% | 31,370 | 26,600 | 4 | 6-8 | 54,000 | 0.58 | 0.49 | -0.09 | No |
| Gateway | Slauson Avenue | Major Highway | E/W | Pioneer Boulevard | Norwalk Boulevard | 15,958 | 13,480 | 12,560 | -920 | -7% | 18,804 | 15,320 | 14,700 | -620 | -4% | 34,762 | 33,222 | 6 | 6-8 | 54,000 | 0.64 | 0.62 | -0.03 | No |
| Gateway | Mulberry Drive | Major Highway | E/W | Painter Avenue | Calmada Avenue | 12,857 | 13,500 | 13,730 | 230 | 2% | 13,519 | 14,670 | 14,600 | -70 | 0% | 26,376 | 26,536 | 6 | 6-8 | 54,000 | 0.49 | 0.49 | 0.00 | No |
| Gateway | Mulberry Drive* | Major Highway | E/W | Calmada Avenue | Gunn Avenue | | 13,350 | 13,200 | -150 | -1% | | 14,430 | 14,060 | -370 | -3% | 27,780 | 27,260 | 6 | 6-8 | 54,000 | 0.51 | 0.50 | -0.01 | No |
| Gateway | Mulberry Drive | Major Highway | E/W | Gunn Avenue | Mills Avenue | 11,871 | 13,450 | 13,680 | 230 | 2% | 13,468 | 14,510 | 14,760 | 250 | 2% | 25,339 | 25,819 | 6 | 6-8 | 54,000 | 0.47 | 0.48 | 0.01 | No |
| Gateway | Mulberry Drive* | Major Highway | E/W | Mills Avenue | Colima Road | | 8,800 | 8,340 | -460 | -5% | | 9,160 | 8,950 | -210 | -2% | 17,960 | 17,290 | 6 | 6-8 | 54,000 | 0.33 | 0.32 | -0.01 | No |
| Gateway | Mulberry Drive | Major Highway | E/W | Colima Road | LA Mirada Boulevard | 9,890 | 7,850 | 7,310 | -540 | -7% | 10,940 | 7,940 | 7,510 | -430 | -5% | 20,830 | 19,860 | 4 | 6-8 | 54,000 | 0.39 | 0.37 | -0.02 | No |
| Gateway | Mulberry Drive | Major Highway | E/W | La Mirada Boulevard | Scott Avenue | 7,113 | 3,250 | 3,210 | -40 | -1% | 7,299 | 3,180 | 3,270 | 90 | 3% | 14,412 | 14,462 | 2 | 6-8 | 54,000 | 0.27 | 0.27 | 0.00 | No |
| Gateway | Colima Road | Secondary Highway | N/S | Telegraph Road | Broadway | 14,538 | 8,980 | 8,510 | -470 | -5% | 15,696 | 7,780 | 7,940 | 160 | 2% | 30,234 | 29,924 | 2 | 4 | 36,000 | 0.84 | 0.83 | -0.01 | No |
| Gateway | Colima Road* | Secondary Highway | N/S | Broadway | Mulberry Drive | | 10,160 | 10,060 | -100 | -1% | | 9,110 | 9,680 | 570 | 6% | 19,270 | 19,740 | 2 | 4 | 36,000 | 0.54 | 0.55 | 0.01 | No |
| Gateway | Colima Road* | Secondary Highway | N/S | Mulberry Drive | La Mirada Boulevard | | 8,350 | 7,720 | -630 | -8% | | 7,250 | 7,130 | -120 | -2% | 15,600 | 14,850 | 2 | 4 | 36,000 | 0.43 | 0.41 | -0.02 | No |
| Gateway | Colima Road | Secondary Highway | N/S | La Mirada Boulevard | Lambert Road | 13,534 | 16,930 | 17,520 | 590 | 3% | 14,555 | 15,640 | 16,880 | 1,240 | 8% | 28,089 | 29,919 | 4 | 4 | 36,000 | 0.78 | 0.83 | 0.05 | No |
| Gateway | Carmenita Road* | Secondary Highway | N/S | Telegraph Road | Florence Avenue | | 8,660 | 9,150 | 490 | 6% | | 8,450 | 9,550 | 1,100 | 13% | 17,110 | 18,700 | 4 | 4 | 36,000 | 0.48 | 0.52 | 0.04 | No |
| Gateway | Carmenita Road* | Secondary Highway | N/S | Florence Avenue | Lakeland Road | | 9,130 | 10,620 | 1,490 | 16% | | 9,300 | 11,140 | 1,840 | 20% | 18,430 | 21,760 | 4 | 4 | 36,000 | 0.51 | 0.60 | 0.09 | No |
| Gateway | Carmenita Road* | Secondary Highway | N/S | Lakeland Road | Meyer Road | | 7,950 | 9,120 | 1,170 | 15% | | 8,190 | 9,650 | 1,460 | 18% | 16,140 | 18,770 | 4 | 4 | 36,000 | 0.45 | 0.52 | 0.07 | No |
| Gateway | Carmenita Road* | Secondary Highway | N/S | Meyer Road | Leffingwell Road | | 9,600 | 10,130 | 530 | 6% | | 9,870 | 10,890 | 1,020 | 10% | 19,470 | 21,020 | 4 | 4 | 36,000 | 0.54 | 0.58 | 0.04 | No |
| Gateway | Carmenita Road* | Secondary Highway | N/S | Leffingwell Road | Imperial Highway | | 12,740 | 15,190 | 2,450 | 19% | | 13,190 | 15,760 | 2,570 | 19% | 25,930 | 30,950 | 4 | 4 | 36,000 | 0.72 | 0.86 | 0.14 | No |
| Gateway | Telegraph Road* | Major Highway | E/W | Carmenita Road | Gunn Avenue | | 19,800 | 13,970 | -5,830 | -29% | | 19,910 | 13,350 | -6,560 | -33% | 39,710 | 27,320 | 4 | 6-8 | 54,000 | 0.74 | 0.51 | -0.23 | No |
| Gateway | Telegraph Road* | Major Highway | E/W | Gunn Avenue | Mills Avenue | | 18,520 | 13,150 | -5,370 | -29% | | 18,770 | 12,390 | -6,380 | -34% | 37,290 | 25,540 | 4 | 6-8 | 54,000 | 0.69 | 0.47 | -0.22 | No |
| Gateway | Telegraph Road* | Major Highway | E/W | Mills Avenue | Valley View Avenue | | 22,510 | 16,730 | -5,780 | -26% | | 22,720 | 16,390 | -6,330 | -28% | 45,230 | 33,120 | 4 | 6-8 | 54,000 | 0.84 | 0.61 | -0.22 | No |
| Gateway | Telegraph Road* | Major Highway | E/W | Valley View Avenue | Colima Road | | 12,610 | 8,770 | -3,840 | -30% | | 12,570 | 8,840 | -3,730 | -30% | 25,180 | 17,610 | 4 | 6-8 | 54,000 | 0.47 | 0.33 | -0.14 | No |
| Gateway | Telegraph Road* | Major Highway | E/W | Colima Road | Leffingwell Road | | 15,550 | 12,740 | -2,810 | -18% | | 15,340 | 12,820 | -2,520 | -16% | 30,890 | 25,560 | 4 | 6-8 | 54,000 | 0.57 | 0.47 | -0.10 | No |
| Gateway | Telegraph Road* | Major Highway | E/W | Leffingwell Road | Imperial Highway | | 12,200 | 8,770 | -3,430 | -28% | | 11,670 | 8,740 | -2,930 | -25% | 23,870 | 17,510 | 4 | 6-8 | 54,000 | 0.44 | 0.32 | -0.12 | No |
| Gateway | Imperial Highway* | Major Highway | E/W | Shoemaker Avenue | Leffingwell Road | | 24,450 | 20,280 | -4,170 | -17% | | 25,840 | 20,120 | -5,720 | -22% | 50,290 | 40,400 | 4 | 6-8 | 54,000 | 0.93 | 0.75 | -0.18 | No |
| Gateway | Imperial Highway* | Major Highway | E/W | Leffingwell Road | Carmenita Road | | 13,860 | 10,660 | -3,200 | -23% | | 14,610 | 10,480 | -4,130 | -28% | 28,470 | 21,140 | 4 | 6-8 | 54,000 | 0.53 | 0.39 | -0.14 | No |

**County of Los Angeles General Plan Update**
**Existing vs. Existing Plus Project**
# APPENDIX A

| Planning Area | Street Name | Classification | Direction | Street Limits | | Northbound/Westbound | | | | | Southbound/Eastbound | | | | | 2-Way Existing ADT [1] | 2-Way Existing Plus Project ADT [1] | Lanes (2035 Model) | County General Plan Designated Buildout Lanes | LA County Maximum Capacity at LOS E | Existing V/C [1] | Existing Plus Project V/C [1] | Difference in V/C | Exceeds Capacity Thresholds AND Δ ≥ 0.02 (Yes/No) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | From | To | Existing ADT (Counts) | Existing Model ADT | Existing Plus Project Model ADT | Difference | Percent Growth | Existing ADT (Counts) | Existing Model ADT | Existing Plus Project Model ADT | Difference | Percent Growth | | | | | | | | | |
| Gateway | Imperial Highway* | Major Highway | E/W | Carmenita Road | Shopping Center Driveway | | 15,730 | 12,610 | -3,120 | -20% | | 16,190 | 12,720 | -3,470 | -21% | 31,920 | 25,330 | 4 | 6-8 | 54,000 | 0.59 | 0.47 | -0.12 | No |
| Gateway | Imperial Highway | Major Highway | E/W | Shopping Center Driveway | Meyer Road | 14,563 | 13,360 | 10,330 | -3,030 | -23% | 14,176 | 14,170 | 10,620 | -3,550 | -25% | 28,739 | 22,159 | 4 | 6-8 | 54,000 | 0.53 | 0.41 | -0.12 | No |
| Gateway | Imperial Highway* | Major Highway | E/W | Meyer Road | Valley View Avenue | | 16,770 | 14,170 | -2,600 | -16% | | 18,590 | 14,880 | -3,710 | -20% | 35,360 | 29,050 | 4 | 6-8 | 54,000 | 0.65 | 0.54 | -0.12 | No |
| Gateway | Imperial Highway | Major Highway | E/W | Valley View Avenue | Biola Avenue | 13,522 | 16,110 | 12,260 | -3,850 | -24% | 13,143 | 16,490 | 12,620 | -3,870 | -23% | 26,665 | 18,945 | 4 | 6-8 | 54,000 | 0.49 | 0.35 | -0.14 | No |
| Gateway | Imperial Highway* | Major Highway | E/W | Biola Avenue | Telegraph Road | | 17,370 | 13,770 | -3,600 | -21% | | 18,310 | 14,250 | -4,060 | -22% | 35,680 | 28,020 | 4 | 6-8 | 54,000 | 0.66 | 0.52 | -0.14 | No |
| Westside | La Cienega Boulevard* | Major Highway | N/S | Stocker Street | Slauson Avenue | | 31,300 | 32,180 | 880 | 3% | | 31,180 | 31,490 | 310 | 1% | 62,480 | 63,670 | 6 | 6-8 | 54,000 | 1.16 | 1.18 | 0.02 | Yes |
| Westside | La Cienega Boulevard* | Major Highway | N/S | Rodeo Place | Stocker Street | | 25,150 | 24,610 | -540 | -2% | | 24,780 | 23,890 | -890 | -4% | 49,930 | 48,500 | 6 | 6-8 | 54,000 | 0.92 | 0.90 | -0.03 | No |
| Westside | La Brea Avenue* | Major Highway | N/S | Veronica Street | Overhill Drive | | 24,880 | 24,940 | 60 | 0% | | 24,340 | 23,340 | -1,000 | -4% | 49,220 | 48,280 | 6 | 6-8 | 54,000 | 0.91 | 0.89 | -0.02 | No |
| Westside | La Brea Avenue* | Major Highway | N/S | Overhill Drive | Slauson Avenue | | 28,290 | 27,510 | -780 | -3% | | 27,440 | 25,210 | -2,230 | -8% | 55,730 | 52,720 | 4 | 6-8 | 54,000 | 1.03 | 0.98 | -0.06 | No |
| Westside | La Brea Avenue | Major Highway | N/S | Slauson Avenue | Centinela Avenue | 14,452 | 13,610 | 13,500 | -110 | -1% | 13,463 | 14,030 | 15,220 | 1,190 | 8% | 27,915 | 28,995 | 4 | 6-8 | 54,000 | 0.52 | 0.54 | 0.02 | No |
| Westside | Slauson Avenue* | Major Highway | E/W | Corning Avenue | La Cienega Boulevard | | 31,490 | 32,370 | 880 | 3% | | 28,030 | 28,580 | 550 | 2% | 59,520 | 60,950 | 6 | 6-8 | 54,000 | 1.10 | 1.13 | 0.03 | Yes |
| Westside | Slauson Avenue | Major Highway | E/W | La Cienega Boulevard | Fairfax Boulevard | 17,281 | 31,400 | 30,570 | -830 | -3% | 19,952 | 33,490 | 33,170 | -320 | -1% | 37,233 | 36,083 | 6 | 6-8 | 54,000 | 0.69 | 0.67 | -0.02 | No |
| Westside | Slauson Avenue* | Major Highway | E/W | Fairfax Boulevard | La Brea Avenue | | 38,910 | 36,230 | -2,680 | -7% | | 37,400 | 37,830 | 430 | 1% | 76,310 | 74,060 | 6 | 6-8 | 54,000 | 1.41 | 1.37 | -0.04 | No |
| Westside | Slauson Avenue* | Major Highway | E/W | La Brea Avenue | Overhill Drive | | 21,890 | 22,310 | 420 | 2% | | 19,340 | 19,720 | 380 | 2% | 41,230 | 42,030 | 6 | 6-8 | 54,000 | 0.76 | 0.78 | 0.01 | No |
| Westside | Stocker Street | Major Highway | E/W | La Cienega Boulevard | Fairfax Boulevard | 12,234 | 12,500 | 14,760 | 2,260 | 18% | 15,400 | 12,160 | 14,540 | 2,380 | 20% | 27,634 | 32,274 | 4 | 6-8 | 54,000 | 0.51 | 0.60 | 0.09 | No |
| Westside | Stocker Street* | Major Highway | E/W | Fairfax Boulevard | Overhill Drive/La Brea Avenue | | 11,070 | 13,520 | 2,450 | 22% | | 10,840 | 13,290 | 2,450 | 23% | 21,910 | 26,810 | 4 | 6-8 | 54,000 | 0.41 | 0.50 | 0.09 | No |
| San Fernando Valley | Foothill Boulevard* | Major Highway | E/W | Pennsylvania Avenue | La Crescenta Avenue | | 8,290 | 9,290 | 1,000 | 12% | | 7,120 | 7,770 | 650 | 9% | 15,410 | 17,060 | 4 | 6-8 | 54,000 | 0.29 | 0.32 | 0.03 | No |
| San Fernando Valley | Foothill Boulevard* | Major Highway | E/W | La Crescenta Avenue | Rosemont Avenue | | 2,290 | 3,280 | 990 | 43% | | 1,970 | 2,360 | 390 | 20% | 4,260 | 5,640 | 4 | 6-8 | 54,000 | 0.08 | 0.10 | 0.03 | No |
| San Fernando Valley | Foothill Boulevard* | Major Highway | E/W | Rosemont Avenue | Briggs Avenue | | 8,940 | 12,300 | 3,360 | 38% | | 9,110 | 10,930 | 1,820 | 20% | 18,050 | 23,230 | 4 | 6-8 | 54,000 | 0.33 | 0.43 | 0.10 | No |
| San Fernando Valley | Rosemont Avenue* | Secondary Highway | N/S | Rockdell Street | Orange Avenue | | 4,140 | 6,300 | 2,160 | 52% | | 4,190 | 6,160 | 1,970 | 47% | 8,330 | 12,460 | 2 | 4 | 36,000 | 0.23 | 0.35 | 0.11 | No |
| San Fernando Valley | Rosemont Avenue | Secondary Highway | N/S | Orange Avenue | Foothill Boulevard | 2,565 | 3,890 | 5,740 | 1,850 | 48% | 2,784 | 3,760 | 5,350 | 1,590 | 42% | 5,349 | 8,789 | 2 | 4 | 36,000 | 0.15 | 0.24 | 0.10 | No |
| San Fernando Valley | Rosemont Avenue* | Secondary Highway | N/S | Foothill Boulevard | Foothill Freeway | | 450 | 1,860 | 1,410 | 313% | | 410 | 2,080 | 1,670 | 407% | 860 | 3,940 | 4 | 4 | 36,000 | 0.02 | 0.11 | 0.09 | No |
| West San Gabriel Valley | Rosemead Boulevard (SR -19)* | Major Highway | N/S | Colorado Boulevard | Del Mar Boulevard | | 18,230 | 19,660 | 1,430 | 8% | | 18,610 | 19,280 | 670 | 4% | 36,840 | 38,940 | 4 | 6-8 | 54,000 | 0.68 | 0.72 | 0.04 | No |
| West San Gabriel Valley | Rosemead Boulevard (SR -19)* | Major Highway | N/S | Del Mar Boulevard | San Pasqual Street | | 17,950 | 16,850 | -1,100 | -6% | | 18,750 | 16,770 | -1,980 | -11% | 36,700 | 33,620 | 4 | 6-8 | 54,000 | 0.68 | 0.62 | -0.06 | No |
| West San Gabriel Valley | Rosemead Boulevard (SR -19)* | Major Highway | N/S | San Pasqual Street | California Boulevard | | 18,030 | 19,120 | 1,090 | 6% | | 18,920 | 19,340 | 420 | 2% | 36,950 | 38,460 | 4 | 6-8 | 54,000 | 0.68 | 0.71 | 0.03 | No |
| West San Gabriel Valley | Rosemead Boulevard (SR -19)* | Major Highway | N/S | E California Boulevard | Huntington Drive | | 17,090 | 20,460 | 3,370 | 20% | | 16,630 | 18,860 | 2,230 | 13% | 33,720 | 39,320 | 4 | 6-8 | 54,000 | 0.62 | 0.73 | 0.10 | No |
| West San Gabriel Valley | Rosemead Boulevard (SR -19)* | Major Highway | N/S | Huntington Drive | Huntington Drive | | 13,400 | 15,390 | 1,990 | 15% | | 16,640 | 18,230 | 1,590 | 10% | 30,040 | 33,620 | 4 | 6-8 | 54,000 | 0.56 | 0.62 | 0.07 | No |
| West San Gabriel Valley | Rosemead Boulevard (SR -19)* | Major Highway | N/S | Huntington Drive | Duarte Road | | 12,600 | 13,520 | 920 | 7% | | 12,820 | 13,910 | 1,090 | 9% | 25,420 | 27,430 | 4 | 6-8 | 54,000 | 0.47 | 0.51 | 0.04 | No |
| West San Gabriel Valley | Rosemead Boulevard (SR -19)* | Major Highway | N/S | Duarte Road | Ardendale Avenue | | 14,720 | 15,180 | 460 | 3% | | 14,380 | 15,220 | 840 | 6% | 29,100 | 30,400 | 4 | 6-8 | 54,000 | 0.54 | 0.56 | 0.02 | No |
| West San Gabriel Valley | Huntington Drive | Expressway | E/W | San Gabriel Boulevard | Madre Street | 16,320 | 22,810 | 26,030 | 3,220 | 14% | 16,338 | 22,250 | 25,310 | 3,060 | 14% | 32,658 | 38,938 | 8 | 4-8 | 88,000 | 0.37 | 0.44 | 0.07 | No |
| West San Gabriel Valley | Huntington Drive* | Expressway | E/W | Madre Street | Madre Street | | 0 | 0 | 0 | N/A | | 0 | 0 | 0 | N/A | 0 | 0 | 8 | 4-8 | 88,000 | 0.00 | 0.00 | 0.00 | No |
| West San Gabriel Valley | Huntington Drive | Expressway | E/W | Madre Street | Rosemead Boulevard | 17,184 | 18,520 | 19,060 | 540 | 3% | 14,487 | 19,070 | 20,530 | 1,460 | 8% | 31,671 | 33,671 | 8 | 4-8 | 88,000 | 0.36 | 0.38 | 0.02 | No |
| West San Gabriel Valley | Huntington Drive | Expressway | E/W | Rosemead Boulevard | Michillinda Avenue | 15,565 | 22,230 | 23,510 | 1,280 | 6% | 17,763 | 22,350 | 23,190 | 840 | 4% | 33,328 | 35,448 | 8 | 4-8 | 88,000 | 0.38 | 0.40 | 0.02 | No |
| West San Gabriel Valley | San Gabriel Boulevard | Major Highway | N/S | E California Boulevard | Lombardy Road | 14,080 | 15,180 | 14,910 | -270 | -2% | 14,395 | 15,090 | 14,500 | -590 | -4% | 28,475 | 27,615 | 4 | 6-8 | 54,000 | 0.53 | 0.51 | -0.02 | No |
| West San Gabriel Valley | San Gabriel Boulevard* | Major Highway | N/S | Lombardy Road | Huntington Drive | | 15,210 | 14,910 | -300 | -2% | | 15,300 | 14,690 | -610 | -4% | 30,510 | 29,600 | 4 | 6-8 | 54,000 | 0.57 | 0.55 | -0.02 | No |
| West San Gabriel Valley | San Gabriel Boulevard* | Major Highway | N/S | Huntington Drive | Duarte Road | | 16,660 | 17,320 | 660 | 4% | | 18,370 | 18,970 | 600 | 3% | 35,030 | 36,290 | 4 | 6-8 | 54,000 | 0.65 | 0.67 | 0.02 | No |
| West San Gabriel Valley | San Gabriel Boulevard | Major Highway | N/S | Duarte Road | Longden Avenue | 13,465 | 16,360 | 16,360 | 0 | 0% | 14,705 | 17,500 | 17,200 | -300 | -2% | 28,170 | 27,870 | 4 | 6-8 | 54,000 | 0.52 | 0.52 | -0.01 | No |
| West San Gabriel Valley | San Gabriel Boulevard* | Major Highway | N/S | Longden Avenue | Las Tunas Drive | | 16,510 | 16,810 | 300 | 2% | | 17,140 | 17,190 | 50 | 0% | 33,650 | 34,000 | 4 | 6-8 | 54,000 | 0.62 | 0.63 | 0.01 | No |
| West San Gabriel Valley | Duarte Boulevard | Major Highway | E/W | San Gabriel Boulevard | Muscatel Avenue | 5,579 | 1,850 | 2,130 | 280 | 15% | 5,274 | 2,400 | 2,840 | 440 | 18% | 10,853 | 11,573 | 2 | 6-8 | 54,000 | 0.20 | 0.21 | 0.01 | No |
| West San Gabriel Valley | Duarte Boulevard | Major Highway | E/W | Muscatel Avenue | Madre Street | 5,504 | 2,830 | 3,100 | 270 | 10% | 5,649 | 3,050 | 3,420 | 370 | 12% | 11,153 | 11,793 | 2 | 6-8 | 54,000 | 0.21 | 0.22 | 0.01 | No |
| West San Gabriel Valley | Duarte Boulevard* | Major Highway | E/W | Madre Street | Rosemead Boulevard | | 750 | 930 | 180 | 24% | | 930 | 1,140 | 210 | 23% | 1,680 | 2,070 | 2 | 6-8 | 54,000 | 0.03 | 0.04 | 0.01 | No |
| West San Gabriel Valley | Duarte Boulevard* | Major Highway | E/W | Rosemead Boulevard | Oaks Avenue | | 2,690 | 3,050 | 360 | 13% | | 3,150 | 3,450 | 300 | 10% | 5,840 | 6,500 | 4 | 6-8 | 54,000 | 0.11 | 0.12 | 0.01 | No |
| West San Gabriel Valley | New York Drive | Secondary Highway | E/W | Lake Avenue | Holliston Avenue | 4,540 | 4,580 | 5,150 | 570 | 12% | 4,555 | 4,610 | 5,190 | 580 | 13% | 9,095 | 10,245 | 2 | 4 | 36,000 | 0.25 | 0.28 | 0.03 | No |
| West San Gabriel Valley | New York Drive* | Secondary Highway | E/W | Holliston Avenue | Hill Avenue | | 5,460 | 6,390 | 930 | 17% | | 5,440 | 6,370 | 930 | 17% | 10,900 | 12,760 | 2 | 4 | 36,000 | 0.30 | 0.35 | 0.05 | No |
| West San Gabriel Valley | New York Drive | Secondary Highway | E/W | Hill Avenue | Allen Avenue | 3,925 | 2,330 | 2,230 | -100 | -4% | 3,989 | 2,040 | 1,960 | -80 | -4% | 7,914 | 7,734 | 2 | 4 | 36,000 | 0.22 | 0.21 | -0.01 | No |
| West San Gabriel Valley | New York Drive | Secondary Highway | E/W | Allen Avenue | Altadena Drive | 4,062 | 4,890 | 5,550 | 660 | 13% | 4,494 | 4,840 | 5,320 | 480 | 10% | 8,556 | 9,696 | 2 | 4 | 36,000 | 0.24 | 0.27 | 0.03 | No |
| West San Gabriel Valley | Fair Oaks Avenue | Major Highway | N/S | Loma Alta Drive | Terrace Street | 2,085 | 3,730 | 4,470 | 740 | 20% | 2,401 | 3,460 | 4,400 | 940 | 27% | 4,486 | 6,166 | 2 | 6-8 | 54,000 | 0.08 | 0.11 | 0.03 | No |
| West San Gabriel Valley | Fair Oaks Avenue | Major Highway | N/S | Terrace Street | Ventura Street | 5,204 | 3,890 | 4,970 | 1,080 | 28% | 5,518 | 3,830 | 4,930 | 1,100 | 29% | 10,722 | 12,902 | 4 | 6-8 | 54,000 | 0.20 | 0.24 | 0.04 | No |
| West San Gabriel Valley | Fair Oaks Avenue* | Major Highway | N/S | Ventura Street | Woodbury Road | | 4,800 | 5,380 | 580 | 12% | | 5,040 | 5,480 | 440 | 9% | 9,840 | 10,860 | 4 | 6-8 | 54,000 | 0.18 | 0.20 | 0.02 | No |
| West San Gabriel Valley | Lake Avenue | Secondary Highway | N/S | Loma Alta Drive | Altadena Drive | 3,098 | 330 | 500 | 170 | 52% | 3,074 | 320 | 600 | 280 | 88% | 6,172 | 6,622 | 4 | 4 | 36,000 | 0.17 | 0.18 | 0.01 | No |
| West San Gabriel Valley | Lake Avenue | Secondary Highway | N/S | Altadena Drive | Mendocino Lane | 5,854 | 4,500 | 6,510 | 2,010 | 45% | 4,390 | 4,410 | 6,340 | 1,930 | 44% | 10,244 | 14,184 | 4 | 4 | 36,000 | 0.28 | 0.39 | 0.11 | No |
| West San Gabriel Valley | Lake Avenue* | Secondary Highway | N/S | Menocino Lane | Calaveras Street | | 2,540 | 2,520 | -20 | -1% | | 2,540 | 2,900 | 360 | 14% | 5,080 | 5,420 | 4 | 4 | 36,000 | 0.14 | 0.15 | 0.01 | No |
| West San Gabriel Valley | Lake Avenue* | Secondary Highway | N/S | Calaveras Street | New York Drive | | 2,540 | 2,520 | -20 | -1% | | 2,540 | 2,900 | 360 | 14% | 5,080 | 5,420 | 4 | 4 | 36,000 | 0.14 | 0.15 | 0.01 | No |
| West San Gabriel Valley | Marengo Avenue | Secondary Highway | N/S | Loma Alta Drive | Altadena Drive | 370 | 160 | 170 | 10 | 6% | 293 | 100 | 90 | -10 | -10% | 663 | 663 | 2 | 4 | 36,000 | 0.02 | 0.02 | 0.00 | No |
| West San Gabriel Valley | Marengo Avenue | Secondary Highway | N/S | Altadena Drive | Woodbury Road | 1,971 | 260 | 620 | 360 | 138% | 1,901 | 170 | 340 | 170 | 100% | 3,872 | 4,402 | 2 | 4 | 36,000 | 0.11 | 0.12 | 0.01 | No |
| West San Gabriel Valley | Woodbury Road | Secondary Highway | E/W | Windsor Avenue | Lincoln Avenue | 7,424 | 6,580 | 8,360 | 1,780 | 27% | 7,495 | 6,690 | 8,130 | 1,440 | 22% | 14,919 | 18,139 | 4 | 4 | 36,000 | 0.41 | 0.50 | 0.09 | No |
| West San Gabriel Valley | Woodbury Road* | Secondary Highway | E/W | Lincoln Avenue | Fair Oaks Road | | 8,970 | 14,070 | 5,100 | 57% | | 10,630 | 15,490 | 4,860 | 46% | 19,600 | 29,560 | 4 | 4 | 36,000 | 0.54 | 0.82 | 0.28 | No |
| West San Gabriel Valley | Woodbury Road* | Secondary Highway | E/W | Fair Oaks Road | Marengo Avenue | | 8,500 | 12,430 | 3,930 | 46% | | 9,280 | 13,350 | 4,070 | 44% | 17,780 | 25,780 | 4 | 4 | 36,000 | 0.49 | 0.72 | 0.22 | No |
| West San Gabriel Valley | Woodbury Road* | Secondary Highway | E/W | Marengo Avenue | Mariposa Street | | 6,300 | 7,240 | 940 | 15% | | 6,800 | 7,730 | 930 | 14% | 13,100 | 14,970 | 2 | 4 | 36,000 | 0.36 | 0.42 | 0.05 | No |
| West San Gabriel Valley | Woodbury Road* | Secondary Highway | E/W | Mariposa Street | Los Robles Avenue | | 6,280 | 6,880 | 600 | 10% | | 6,380 | 6,880 | 500 | 8% | 12,660 | 13,760 | 2 | 4 | 36,000 | 0.35 | 0.38 | 0.03 | No |
| West San Gabriel Valley | Woodbury Road* | Secondary Highway | E/W | Los Robles Avenue | El Molina Avenue | | 3,660 | 4,130 | 470 | 13% | | 3,750 | 4,030 | 280 | 7% | 7,410 | 8,160 | 2 | 4 | 36,000 | 0.21 | 0.23 | 0.02 | No |
| West San Gabriel Valley | Woodbury Road* | Secondary Highway | E/W | El Molina Avenue | Lake Avenue | | 5,660 | 7,060 | 1,400 | 25% | | 5,570 | 6,910 | 1,340 | 24% | 11,230 | 13,970 | 2 | 4 | 36,000 | 0.31 | 0.39 | 0.08 | No |
| West San Gabriel Valley | Lincoln Avenue | Secondary Highway | N/S | Loma Alta Drive | Terrace Street | 4,199 | 4,470 | 5,940 | 1,470 | 33% | 3,961 | 4,350 | 5,460 | 1,110 | 26% | 8,160 | 10,740 | 4 | 4 | 36,000 | 0.23 | 0.30 | 0.07 | No |
| West San Gabriel Valley | Lincoln Avenue* | Secondary Highway | N/S | Terrace Street | Ventura Street | | 3,180 | 3,290 | 110 | 3% | | 2,040 | 2,750 | 710 | 35% | 5,220 | 6,040 | 2 | 4 | 36,000 | 0.15 | 0.17 | 0.02 | No |
| West San Gabriel Valley | Lincoln Avenue* | Secondary Highway | N/S | Ventura Street | Woodbury Road | | 3,180 | 3,290 | 110 | 3% | | 2,040 | 2,750 | 710 | 35% | 5,220 | 6,040 | 2 | 4 | 36,000 | 0.15 | 0.17 | 0.02 | No |
| West San Gabriel Valley | Allen Avenue | Secondary Highway | N/S | Altadena Drive | Mendocino Lane | 1,636 | 2,940 | 4,570 | 1,630 | 55% | 1,473 | 3,040 | 4,910 | 1,870 | 62% | 3,109 | 6,609 | 2 | 4 | 36,000 | 0.09 | 0.18 | 0.10 | No |
| West San Gabriel Valley | Allen Avenue* | Secondary Highway | N/S | Mendocino Lane | New York Drive | | 2,040 | 3,770 | 1,730 | 85% | | 2,300 | 4,160 | 1,860 | 81% | 4,340 | 7,930 | 2 | 4 | 36,000 | 0.12 | 0.22 | 0.10 | No |
| West San Gabriel Valley | Allen Avenue* | Secondary Highway | N/S | New York Drive | Washington Boulevard | | 2,680 | 4,380 | 1,700 | 63% | | 2,900 | 4,740 | 1,840 | 63% | 5,580 | 9,120 | 2 | 4 | 36,000 | 0.16 | 0.25 | 0.10 | No |
| West San Gabriel Valley | San Gabriel Boulevard* | Major Highway | N/S | Pomona Freeway (SR-60) | Town Center Drive | | 19,980 | 19,730 | -250 | -1% | | 21,680 | 22,780 | 1,100 | 5% | 41,660 | 42,510 | 4 | 6-8 | 54,000 | 0.77 | 0.79 | 0.02 | No |
| West San Gabriel Valley | San Gabriel Boulevard* | Major Highway | N/S | Town Center Drive | Plaza Drive | | 14,440 | 13,780 | -660 | -5% | | 17,290 | 16,000 | -1,290 | -7% | 31,730 | 29,780 | 4 | 6-8 | 54,000 | 0.59 | 0.55 | -0.04 | No |
| West San Gabriel Valley | San Gabriel Boulevard* | Major Highway | N/S | Plaza Drive | E Lincoln Avenue | | 17,820 | 16,310 | -1,510 | -8% | | 20,740 | 18,830 | -1,910 | -9% | 38,560 | 35,140 | 4 | 6-8 | 54,000 | 0.71 | 0.65 | -0.06 | No |
| West San Gabriel Valley | San Gabriel Boulevard* | Major Highway | N/S | E Lincoln Avenue | Rosemead Boulevard (SR-19) | | 18,950 | 20,690 | 1,740 | 9% | | 22,290 | 17,600 | -4,690 | -21% | 41,240 | 38,290 | 4 | 6-8 | 54,000 | 0.76 | 0.71 | -0.05 | No |
| West San Gabriel Valley | Durfee Avenue | Major Highway | E/W | Rosemead Boulevard (SR-1 | Santa Anita Avenue | 4,337 | 4,090 | 3,880 | -210 | -5% | 6,746 | 6,940 | 6,180 | -760 | -11% | 11,083 | 10,113 | 4 | 6-8 | 54,000 | 0.21 | 0.19 | -0.02 | No |
| West San Gabriel Valley | Durfee Avenue* | Major Highway | E/W | Santa Anita Avenue | Peck Road | | 3,720 | 4,090 | 370 | 10% | | 6,580 | 5,820 | -760 | -12% | 10,300 | 9,910 | 4 | 6-8 | 54,000 | 0.19 | 0.18 | -0.01 | No |
| West San Gabriel Valley | Rosemead Boulevard (SR -19)* | Major Highway | N/S | Rush Street | Town Center Drive | | 27,230 | 27,160 | -70 | 0% | | 24,860 | 25,300 | 440 | 2% | 52,090 | 52,460 | 6 | 6-8 | 54,000 | 0.96 | 0.97 | 0.01 | No |
| West San Gabriel Valley | Rosemead Boulevard (SR -19)* | Major Highway | N/S | Town Center Drive | Durfee Avenue | | 12,800 | 12,210 | -590 | -5% | | 10,460 | 9,910 | -550 | -5% | 23,260 | 22,120 | 6 | 6-8 | 54,000 | 0.43 | 0.41 | -0.02 | No |
| West San Gabriel Valley | Rosemead Boulevard (SR -19)* | Major Highway | N/S | Durfee Avenue | Legg Lake Bus Stop | | 27,920 | 25,640 | -2,280 | -8% | | 25,860 | 24,090 | -1,770 | -7% | 53,780 | 49,730 | 4 | 6-8 | 54,000 | 1.00 | 0.92 | -0.08 | No |
| West San Gabriel Valley | Rosemead Boulevard (SR -19)* | Major Highway | N/S | Legg Lake Bus Stop | Gallatin Road | | 27,920 | 25,640 | -2,280 | -8% | | 25,860 | 24,090 | -1,770 | -7% | 53,780 | 49,730 | 4 | 6-8 | 54,000 | 1.00 | 0.92 | -0.08 | No |
| Metro | Western Avenue | Major Highway | N/S | 108th Street | Imperial Highway | 12,739 | 6,260 | 7,220 | 960 | 15% | 11,855 | 6,260 | 7,180 | 920 | 15% | 24,594 | 26,474 | 4 | 6-8 | 54,000 | 0.46 | 0.49 | 0.03 | No |
| Metro | Western Avenue | Major Highway | N/S | Imperial Highway | 120th Street | 13,024 | 10,330 | 11,640 | 1,310 | 13% | 11,768 | 10,960 | 12,570 | 1,610 | 15% | 24,792 | 27,712 | 4 | 6-8 | 54,000 | 0.46 | 0.51 | 0.05 | No |
| Metro | Western Avenue | Major Highway | N/S | 120th Street | El Segundo Boulevard | 10,016 | 10,470 | 11,380 | 910 | 9% | 10,414 | 10,500 | 11,190 | 690 | 7% | 20,430 | 22,030 | 4 | 6-8 | 54,000 | 0.38 | 0.41 | 0.03 | No |
| Metro | Normandie Avenue* | Secondary Highway | N/S | Manchester Avenue | 92nd Street | | 4,060 | 2,400 | -1,660 | -41% | | 3,660 | 2,690 | -970 | -27% | 7,720 | 5,090 | 2 | 4 | 36,000 | 0.21 | 0.14 | -0.07 | No |
| Metro | Normandie Avenue* | Secondary Highway | N/S | 92nd Street | 95th Street | | 6,110 | 4,690 | -1,420 | -23% | | 5,770 | 4,490 | -1,280 | -22% | 11,880 | 9,180 | 2 | 4 | 36,000 | 0.33 | 0.26 | -0.08 | No |
| Metro | Normandie Avenue | Secondary Highway | N/S | 95th Street | Century Boulevard | 9,770 | 5,190 | 3,490 | -1,700 | -33% | 8,847 | 4,970 | 3,430 | -1,540 | -31% | 18,617 | 15,377 | 2 | 4 | 36,000 | 0.52 | 0.43 | -0.09 | No |
| Metro | Normandie Avenue | Secondary Highway | N/S | Century Boulevard | 108th Street | 9,760 | 5,890 | 4,620 | -1,270 | -22% | 9,354 | 5,730 | 5,010 | -720 | -13% | 19,114 | 17,124 | 2 | 4 | 36,000 | 0.53 | 0.48 | -0.06 | No |
| Metro | Normandie Avenue* | Secondary Highway | N/S | 108th Street | Imperial Highway | | 5,110 | 3,350 | -1,760 | -34% | | 4,950 | 3,550 | -1,400 | -28% | 10,060 | 6,900 | 2 | 4 | 36,000 | 0.28 | 0.19 | -0.09 | No |
| Metro | Normandie Avenue* | Secondary Highway | N/S | Imperial Highway | 120th Street | | 6,830 | 4,260 | -2,570 | -38% | | 7,550 | 4,410 | -3,140 | -42% | 14,380 | 8,670 | 2 | 4 | 36,000 | 0.40 | 0.24 | -0.16 | No |
| Metro | Normandie Avenue* | Secondary Highway | N/S | 120th Street | El Segundo Boulevard | | 5,930 | 3,360 | -2,570 | -43% | | 6,010 | 3,360 | -2,650 | -44% | 11,940 | 6,720 | 2 | 4 | 36,000 | 0.33 | 0.19 | -0.15 | No |

**County of Los Angeles General Plan Update**
**Existing vs. Existing Plus Project**
# APPENDIX A

| Planning Area | Street Name | Classification | Direction | Street Limits | | Northbound/Westbound | | | | | Southbound/Eastbound | | | | | 2-Way Existing ADT [1] | 2-Way Existing Plus Project ADT [1] | Lanes (2035 Model) | County General Plan Designated Buildout Lanes | LA County Maximum Capacity at LOS E | Existing V/C [1] | Existing Plus Project V/C [1] | Difference in V/C | Exceeds Capacity Thresholds AND Δ ≥ 0.02 (Yes/No) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | From | To | Existing ADT (Counts) | Existing Model ADT | Existing Plus Project Model ADT | Difference | Percent Growth | Existing ADT (Counts) | Existing Model ADT | Existing Plus Project Model ADT | Difference | Percent Growth | | | | | | | | | |
| Metro | Vermont Avenue* | Major Highway | N/S | Manchester Avenue | 90th Street | | 13,690 | 14,260 | 570 | 4% | | 13,510 | 13,550 | 40 | 0% | 27,200 | 27,810 | 6 | 6-8 | 54,000 | 0.50 | 0.52 | 0.01 | No |
| Metro | Vermont Avenue* | Major Highway | N/S | 90th Street | 92nd Street | | 10,740 | 11,160 | 420 | 4% | | 10,580 | 10,500 | -80 | -1% | 21,320 | 21,660 | 6 | 6-8 | 54,000 | 0.39 | 0.40 | 0.01 | No |
| Metro | Vermont Avenue* | Major Highway | N/S | 92nd Street | Colden Avenue | | 12,630 | 12,880 | 250 | 2% | | 12,670 | 12,700 | 30 | 0% | 25,300 | 25,580 | 6 | 6-8 | 54,000 | 0.47 | 0.47 | 0.01 | No |
| Metro | Vermont Avenue* | Major Highway | N/S | Colden Avenue | Century Boulevard | | 11,480 | 11,220 | -260 | -2% | | 11,140 | 11,120 | -20 | 0% | 22,620 | 22,340 | 6 | 6-8 | 54,000 | 0.42 | 0.41 | -0.01 | No |
| Metro | Vermont Avenue* | Major Highway | N/S | Century Boulevard | 108th Street | | 14,300 | 13,370 | -930 | -7% | | 12,880 | 13,290 | 410 | 3% | 27,180 | 26,660 | 6 | 6-8 | 54,000 | 0.50 | 0.49 | -0.01 | No |
| Metro | Vermont Avenue | Major Highway | N/S | 108th Street | 111th Street | 15,995 | 13,440 | 12,040 | -1,400 | -10% | 13,950 | 12,040 | 11,910 | -130 | -1% | 29,945 | 28,415 | 6 | 6-8 | 54,000 | 0.55 | 0.53 | -0.03 | No |
| Metro | Vermont Avenue* | Major Highway | N/S | 111th Street | Imperial Highway | | 13,200 | 11,770 | -1,430 | -11% | | 11,590 | 11,790 | 200 | 2% | 24,790 | 23,560 | 6 | 6-8 | 54,000 | 0.46 | 0.44 | -0.02 | No |
| Metro | Vermont Avenue* | Major Highway | N/S | Imperial Highway | 120th Street | | 15,890 | 14,870 | -1,020 | -6% | | 16,850 | 17,780 | 930 | 6% | 32,740 | 32,650 | 6 | 6-8 | 54,000 | 0.61 | 0.60 | 0.00 | No |
| Metro | Vermont Avenue* | Major Highway | N/S | 120th Street | El Segundo Boulevard | | 16,390 | 14,080 | -2,310 | -14% | | 16,420 | 15,420 | -1,000 | -6% | 32,810 | 29,500 | 6 | 6-8 | 54,000 | 0.61 | 0.55 | -0.06 | No |
| Metro | Broadway* | Major Highway | N/S | 120th Street | 124th Street | | 4,860 | 5,380 | 520 | 11% | | 4,840 | 4,880 | 40 | 1% | 9,700 | 10,260 | 4 | 6-8 | 54,000 | 0.18 | 0.19 | 0.01 | No |
| Metro | Broadway | Major Highway | N/S | 124th Street | El Segundo Boulevard | 6,105 | 4,860 | 5,370 | 510 | 10% | 3,370 | 4,840 | 4,870 | 30 | 1% | 9,475 | 10,015 | 4 | 6-8 | 54,000 | 0.18 | 0.19 | 0.01 | No |
| Metro | Broadway | Major Highway | N/S | El Segundo Boulevard | 135th Street | 4,318 | 3,450 | 3,690 | 240 | 7% | 3,967 | 3,020 | 2,930 | -90 | -3% | 8,285 | 8,435 | 4 | 6-8 | 54,000 | 0.15 | 0.16 | 0.00 | No |
| Metro | Broadway | Major Highway | N/S | 135th Street | Rosecrans Avenue | 4,503 | 2,680 | 2,750 | 70 | 3% | 4,909 | 2,980 | 2,690 | -290 | -10% | 9,412 | 9,192 | 4 | 6-8 | 54,000 | 0.17 | 0.17 | 0.00 | No |
| Metro | Broadway | Major Highway | N/S | Rosecrans Avenue | Compton Boulevard | 3,732 | 4,130 | 2,750 | -1,380 | -33% | 4,255 | 4,540 | 2,400 | -2,140 | -47% | 7,987 | 4,467 | 4 | 6-8 | 54,000 | 0.15 | 0.08 | -0.07 | No |
| Metro | Broadway* | Major Highway | N/S | Compton Boulevard | Redondo Beach Boulevard | | 3,960 | 4,320 | 360 | 9% | | 4,300 | 4,020 | -280 | -7% | 8,260 | 8,340 | 4 | 6-8 | 54,000 | 0.15 | 0.15 | 0.00 | No |
| Metro | Broadway | Major Highway | N/S | Redondo Beach Boulevard | Alondra Boulevard | 3,003 | 2,950 | 2,890 | -60 | -2% | 7,059 | 3,280 | 2,990 | -290 | -9% | 10,062 | 9,712 | 4 | 6-8 | 54,000 | 0.19 | 0.18 | -0.01 | No |
| Metro | El Segundo Boulevard* | Major Highway | E/W | Figueroa Street | Broadway | | 11,120 | 12,650 | 1,530 | 14% | | 9,560 | 11,260 | 1,700 | 18% | 20,680 | 23,910 | 6 | 6-8 | 54,000 | 0.38 | 0.44 | 0.06 | No |
| Metro | El Segundo Boulevard* | Major Highway | E/W | Broadway | Main Street | | 11,010 | 12,080 | 1,070 | 10% | | 9,860 | 10,950 | 1,090 | 11% | 20,870 | 23,030 | 6 | 6-8 | 54,000 | 0.39 | 0.43 | 0.04 | No |
| Metro | El Segundo Boulevard* | Major Highway | E/W | Main Street | San Pedro Street | | 9,810 | 10,890 | 1,080 | 11% | | 9,200 | 10,130 | 930 | 10% | 19,010 | 21,020 | 6 | 6-8 | 54,000 | 0.35 | 0.39 | 0.04 | No |
| Metro | El Segundo Boulevard* | Major Highway | E/W | San Pedro Street | Avalon Boulevard | | 10,770 | 12,460 | 1,690 | 16% | | 10,410 | 11,910 | 1,500 | 14% | 21,180 | 24,370 | 6 | 6-8 | 54,000 | 0.39 | 0.45 | 0.06 | No |
| Metro | El Segundo Boulevard | Major Highway | E/W | Avalon Boulevard | Central Avenue | 11,885 | 9,010 | 9,720 | 710 | 8% | 9,816 | 8,700 | 9,240 | 540 | 6% | 21,701 | 22,951 | 6 | 6-8 | 54,000 | 0.40 | 0.43 | 0.02 | No |
| Metro | El Segundo Boulevard* | Major Highway | E/W | Wilmington Avenue | Metro Blue Line | | 5,220 | 5,720 | 500 | 10% | | 3,750 | 4,130 | 380 | 10% | 8,970 | 9,850 | 4 | 6-8 | 54,000 | 0.17 | 0.18 | 0.02 | No |
| Metro | El Segundo Boulevard* | Major Highway | E/W | Metro Blue Line | Mona Boulevard | | 3,480 | 4,280 | 800 | 23% | | 2,750 | 3,280 | 530 | 19% | 6,230 | 7,560 | 4 | 6-8 | 54,000 | 0.12 | 0.14 | 0.02 | No |
| Metro | El Segundo Boulevard* | Major Highway | E/W | Mona Boulevard | Alameda Street | | 5,420 | 7,740 | 2,320 | 43% | | 4,310 | 6,710 | 2,400 | 56% | 9,730 | 14,450 | 4 | 6-8 | 54,000 | 0.18 | 0.27 | 0.09 | No |
| Metro | Rosecrans Avenue* | Major Highway | E/W | Figueroa Street | Broadway | | 12,170 | 12,170 | 0 | 0% | | 12,190 | 11,570 | -620 | -5% | 24,360 | 23,740 | 6 | 6-8 | 54,000 | 0.45 | 0.44 | -0.01 | No |
| Metro | Rosecrans Avenue* | Major Highway | E/W | Broadway | Main Street | | 10,870 | 11,520 | 650 | 6% | | 10,780 | 11,220 | 440 | 4% | 21,650 | 22,740 | 6 | 6-8 | 54,000 | 0.40 | 0.42 | 0.02 | No |
| Metro | Rosecrans Avenue* | Major Highway | E/W | Main Street | San Pedro Street | | 13,010 | 13,290 | 280 | 2% | | 12,810 | 12,860 | 50 | 0% | 25,820 | 26,150 | 6 | 6-8 | 54,000 | 0.48 | 0.48 | 0.01 | No |
| Metro | Rosecrans Avenue* | Major Highway | E/W | San Pedro Street | Avalon Boulevard | | 11,680 | 12,380 | 700 | 6% | | 11,590 | 12,210 | 620 | 5% | 23,270 | 24,590 | 6 | 6-8 | 54,000 | 0.43 | 0.46 | 0.02 | No |
| Metro | Rosecrans Avenue* | Major Highway | E/W | Avalon Boulevard | Stanford Avenue | | 13,000 | 13,520 | 520 | 4% | | 12,930 | 13,390 | 460 | 4% | 25,930 | 26,910 | 6 | 6-8 | 54,000 | 0.48 | 0.50 | 0.02 | No |
| Metro | Rosecrans Avenue* | Major Highway | E/W | Stanford Avenue | Central Avenue | | 11,930 | 12,130 | 200 | 2% | | 12,120 | 12,380 | 260 | 2% | 24,050 | 24,510 | 6 | 6-8 | 54,000 | 0.45 | 0.45 | 0.01 | No |
| Metro | Compton Avenue* | Secondary Highway | N/S | Slauson Avenue | Gage Avenue | | 7,030 | 8,740 | 1,710 | 24% | | 7,810 | 8,780 | 970 | 12% | 14,840 | 17,520 | 4 | 4 | 36,000 | 0.41 | 0.49 | 0.07 | No |
| Metro | Compton Avenue | Secondary Highway | N/S | Gage Avenue | 71st Street | 8,443 | 4,620 | 6,040 | 1,420 | 31% | 8,555 | 5,600 | 6,160 | 560 | 10% | 16,998 | 18,978 | 4 | 4 | 36,000 | 0.47 | 0.53 | 0.06 | No |
| Metro | Compton Avenue | Secondary Highway | N/S | Florence Avenue | Nadeau Street | 7,905 | 4,950 | 6,140 | 1,190 | 24% | 8,735 | 4,830 | 5,420 | 590 | 12% | 16,640 | 18,420 | 4 | 4 | 36,000 | 0.46 | 0.51 | 0.05 | No |
| Metro | Compton Avenue | Secondary Highway | N/S | Nadeau Street | Manchester Avenue | 8,173 | 3,660 | 4,090 | 430 | 12% | 7,863 | 3,550 | 3,590 | 40 | 1% | 16,036 | 16,506 | 4 | 4 | 36,000 | 0.45 | 0.46 | 0.01 | No |
| Metro | Compton Avenue | Secondary Highway | N/S | Manchester Avenue | 92nd Street | 5,944 | 2,980 | 3,810 | 830 | 28% | 6,051 | 2,480 | 3,100 | 620 | 25% | 11,995 | 13,445 | 4 | 4 | 36,000 | 0.33 | 0.37 | 0.04 | No |
| Metro | Compton Avenue* | Secondary Highway | N/S | I-105 Freeway | 120th Street | | 2,950 | 3,100 | 150 | 5% | | 4,650 | 4,960 | 310 | 7% | 7,600 | 8,060 | 4 | 4 | 36,000 | 0.21 | 0.22 | 0.01 | No |
| Metro | Compton Avenue* | Secondary Highway | N/S | 120th Street | El Segundo Boulevard | | 1,830 | 2,160 | 330 | 18% | | 1,930 | 1,860 | -70 | -4% | 3,760 | 4,020 | 4 | 4 | 36,000 | 0.10 | 0.11 | 0.01 | No |
| Metro | Manchester Avenue* | Major Highway | E/W | Central Avenue | Hooper Avenue | | 18,140 | 15,360 | -2,780 | -15% | | 18,380 | 15,070 | -3,310 | -18% | 36,520 | 30,430 | 4 | 6-8 | 54,000 | 0.68 | 0.56 | -0.11 | No |
| Metro | Firestone Boulevard | Major Highway | E/W | Central Avenue | Compton Avenue | 15,112 | 11,790 | 8,740 | -3,050 | -26% | 16,126 | 12,110 | 8,700 | -3,410 | -28% | 31,238 | 24,778 | 4 | 6-8 | 54,000 | 0.58 | 0.46 | -0.12 | No |
| Metro | Firestone Boulevard* | Major Highway | E/W | Compton Avenue | Maie Avenue | | 15,160 | 12,720 | -2,440 | -16% | | 15,990 | 13,040 | -2,950 | -18% | 31,150 | 25,760 | 4 | 6-8 | 54,000 | 0.58 | 0.48 | -0.10 | No |
| Metro | Firestone Boulevard* | Major Highway | E/W | Maie Avenue | Metro Blue Line | | 15,280 | 12,870 | -2,410 | -16% | | 16,370 | 13,210 | -3,160 | -19% | 31,650 | 26,080 | 4 | 6-8 | 54,000 | 0.59 | 0.48 | -0.10 | No |
| Metro | Firestone Boulevard* | Major Highway | E/W | Metro Blue Line | Holmes Avenue | | 15,090 | 12,570 | -2,520 | -17% | | 16,210 | 13,020 | -3,190 | -20% | 31,300 | 25,590 | 4 | 6-8 | 54,000 | 0.58 | 0.47 | -0.11 | No |
| Metro | Firestone Boulevard* | Major Highway | E/W | Holmes Avenue | Walnut Drive | | 16,660 | 14,430 | -2,230 | -13% | | 17,850 | 14,580 | -3,270 | -18% | 34,510 | 29,010 | 4 | 6-8 | 54,000 | 0.64 | 0.54 | -0.10 | No |
| Metro | Firestone Boulevard | Major Highway | E/W | Walnut Drive | Ivy Street | 13,240 | 11,770 | 9,220 | -2,550 | -22% | 14,917 | 13,050 | 9,800 | -3,250 | -25% | 28,157 | 22,357 | 4 | 6-8 | 54,000 | 0.52 | 0.41 | -0.11 | No |
| Metro | Firestone Boulevard* | Major Highway | E/W | Ivy Street | Alameda Street | | 13,490 | 11,620 | -1,870 | -14% | | 14,870 | 12,230 | -2,640 | -18% | 28,360 | 23,850 | 4 | 6-8 | 54,000 | 0.53 | 0.44 | -0.08 | No |
| Metro | Wilmington Avenue* | Major Highway | N/S | I-105 Eastbound off-ramp | 120th Street | | 13,420 | 14,770 | 1,350 | 10% | | 14,210 | 14,800 | 590 | 4% | 27,630 | 29,570 | 6 | 6-8 | 54,000 | 0.51 | 0.55 | 0.04 | No |
| Metro | Wilmington Avenue* | Major Highway | N/S | 120th Street | 124th Street | | 8,320 | 8,930 | 610 | 7% | | 7,860 | 8,670 | 810 | 10% | 16,180 | 17,600 | 4 | 6-8 | 54,000 | 0.30 | 0.33 | 0.03 | No |
| Metro | Wilmington Avenue* | Major Highway | N/S | 124th Street | El Segundo Boulevard | | 8,320 | 9,100 | 780 | 9% | | 6,720 | 7,590 | 870 | 13% | 15,040 | 16,690 | 4 | 6-8 | 54,000 | 0.28 | 0.31 | 0.03 | No |
| Metro | Florence Avenue* | Major Highway | E/W | Clovis Avenue | Central Avenue | | 14,680 | 18,720 | 4,040 | 28% | | 14,580 | 18,840 | 4,260 | 29% | 29,260 | 37,560 | 6 | 6-8 | 54,000 | 0.54 | 0.70 | 0.15 | No |
| Metro | Florence Avenue | Major Highway | E/W | Central Avenue | Compton Avenue | 3,208 | 10,370 | 11,860 | 1,490 | 14% | 3,158 | 11,050 | 11,920 | 870 | 8% | 6,366 | 8,726 | 6 | 6-8 | 54,000 | 0.12 | 0.16 | 0.04 | No |
| Metro | Florence Avenue* | Major Highway | E/W | Compton Avenue | Maie Avenue | | 10,480 | 12,710 | 2,230 | 21% | | 12,570 | 14,250 | 1,680 | 13% | 23,050 | 26,960 | 4 | 6-8 | 54,000 | 0.43 | 0.50 | 0.07 | No |
| Metro | Florence Avenue* | Major Highway | E/W | Maie Avenue | Holmes Avenue | | 12,700 | 14,390 | 1,690 | 13% | | 10,820 | 13,360 | 2,540 | 23% | 23,520 | 27,750 | 4 | 6-8 | 54,000 | 0.44 | 0.51 | 0.08 | No |
| Metro | Florence Avenue* | Major Highway | E/W | Holmes Avenue | Walnut Drive | | 12,110 | 13,960 | 1,850 | 15% | | 10,840 | 13,260 | 2,420 | 22% | 22,950 | 27,220 | 4 | 6-8 | 54,000 | 0.43 | 0.50 | 0.08 | No |
| Metro | Florence Avenue | Major Highway | E/W | Walnut Drive | Wilmington Avenue | 12,809 | 15,350 | 18,120 | 2,770 | 18% | 12,455 | 14,450 | 18,030 | 3,580 | 25% | 25,264 | 31,614 | 4 | 6-8 | 54,000 | 0.47 | 0.59 | 0.12 | No |
| Metro | Florence Avenue* | Major Highway | E/W | Wilmington Avenue | Alameda Street | | 12,730 | 14,770 | 2,040 | 16% | | 12,010 | 14,850 | 2,840 | 24% | 24,740 | 29,620 | 4 | 6-8 | 54,000 | 0.46 | 0.55 | 0.09 | No |
| Metro | Florence Avenue* | Major Highway | E/W | Alameda Street | Santa Fe Avenue | | 15,860 | 17,420 | 1,560 | 10% | | 15,160 | 17,010 | 1,850 | 12% | 31,020 | 34,430 | 4 | 6-8 | 54,000 | 0.57 | 0.64 | 0.06 | No |
| Metro | Florence Avenue* | Major Highway | E/W | Santa Fe Avenue | Pacific Boulevard | | 16,310 | 17,050 | 740 | 5% | | 15,800 | 16,930 | 1,130 | 7% | 32,110 | 33,980 | 4 | 6-8 | 54,000 | 0.59 | 0.63 | 0.03 | No |
| Metro | Florence Avenue* | Major Highway | E/W | Pacific Boulevard | Seville Avenue | | 14,020 | 14,860 | 840 | 6% | | 13,440 | 14,680 | 1,240 | 9% | 27,460 | 29,540 | 4 | 6-8 | 54,000 | 0.51 | 0.55 | 0.04 | No |
| Metro | Florence Avenue* | Major Highway | E/W | Seville Avenue | Stafford Avenue | | 12,870 | 13,660 | 790 | 6% | | 12,390 | 13,510 | 1,120 | 9% | 25,260 | 27,170 | 4 | 6-8 | 54,000 | 0.47 | 0.50 | 0.04 | No |
| Metro | Florence Avenue* | Major Highway | E/W | Stafford Avenue | Soto Street | | 14,650 | 15,400 | 750 | 5% | | 14,100 | 15,140 | 1,040 | 7% | 28,750 | 30,540 | 4 | 6-8 | 54,000 | 0.53 | 0.57 | 0.03 | No |
| Metro | Florence Avenue* | Major Highway | E/W | Soto Street | Mountain View Avenue | | 18,670 | 19,400 | 730 | 4% | | 18,510 | 19,410 | 900 | 5% | 37,180 | 38,810 | 4 | 6-8 | 54,000 | 0.69 | 0.72 | 0.03 | No |
| Metro | Redondo Beach Boulevard* | Major Highway | E/W | Figueroa Street | Broadway | | 9,690 | 10,480 | 790 | 8% | | 9,540 | 10,410 | 870 | 9% | 19,230 | 20,890 | 4 | 6-8 | 54,000 | 0.36 | 0.39 | 0.03 | No |
| Metro | Redondo Beach Boulevard* | Major Highway | E/W | Broadway | Main Street | | 8,670 | 9,440 | 770 | 9% | | 8,530 | 8,990 | 460 | 5% | 17,200 | 18,430 | 4 | 6-8 | 54,000 | 0.32 | 0.34 | 0.02 | No |
| Metro | Redondo Beach Boulevard* | Major Highway | E/W | Main Street | San Pedro Street | | 3,510 | 3,730 | 220 | 6% | | 3,530 | 3,540 | 10 | 0% | 7,040 | 7,270 | 4 | 6-8 | 54,000 | 0.13 | 0.13 | 0.00 | No |
| Metro | Redondo Beach Boulevard* | Major Highway | E/W | San Pedro Street | Avalon Boulevard | | 3,380 | 3,600 | 220 | 7% | | 3,350 | 3,340 | -10 | 0% | 6,730 | 6,940 | 4 | 6-8 | 54,000 | 0.12 | 0.13 | 0.00 | No |
| Metro | Redondo Beach Boulevard* | Major Highway | E/W | Avalon Boulevard | Compton Boulevard | | 3,610 | 3,320 | -290 | -8% | | 3,470 | 3,050 | -420 | -12% | 7,080 | 6,370 | 4 | 6-8 | 54,000 | 0.13 | 0.12 | -0.01 | No |
| Metro | Compton Boulevard* | Secondary Highway | E/W | Figueroa Street | Broadway | | 2,110 | 3,230 | 1,120 | 53% | | 1,950 | 3,200 | 1,250 | 64% | 4,060 | 6,430 | 4 | 4 | 36,000 | 0.11 | 0.18 | 0.07 | No |
| Metro | Compton Boulevard* | Secondary Highway | E/W | Broadway | Main Street | | 7,100 | 7,370 | 270 | 4% | | 7,010 | 7,290 | 280 | 4% | 14,110 | 14,660 | 4 | 4 | 36,000 | 0.39 | 0.41 | 0.02 | No |
| Metro | Compton Boulevard* | Secondary Highway | E/W | Main Street | San Pedro Street | | 50 | 70 | 20 | 40% | | 110 | 60 | -50 | -45% | 160 | 130 | 4 | 4 | 36,000 | 0.00 | 0.00 | 0.00 | No |
| Metro | Compton Boulevard* | Secondary Highway | E/W | San Pedro Street | Avalon Boulevard | | 3,540 | 3,990 | 450 | 13% | | 3,480 | 3,960 | 480 | 14% | 7,020 | 7,950 | 4 | 4 | 36,000 | 0.20 | 0.22 | 0.03 | No |
| Metro | Compton Boulevard* | Secondary Highway | E/W | Avalon Boulevard | Stanford Avenue | | 2,240 | 2,460 | 220 | 10% | | 2,210 | 2,380 | 170 | 8% | 4,450 | 4,840 | 4 | 4 | 36,000 | 0.12 | 0.13 | 0.01 | No |
| Metro | 135th Street* | Secondary Highway | E/W | Figueroa Street | Broadway | | 2,220 | 2,570 | 350 | 16% | | 3,340 | 3,770 | 430 | 13% | 5,560 | 6,340 | 4 | 4 | 36,000 | 0.15 | 0.18 | 0.02 | No |
| Metro | 135th Street* | Secondary Highway | E/W | Broadway | Main Street | | 2,810 | 3,420 | 610 | 22% | | 3,300 | 3,900 | 600 | 18% | 6,110 | 7,320 | 4 | 4 | 36,000 | 0.17 | 0.20 | 0.03 | No |
| Metro | 135th Street* | Secondary Highway | E/W | Main Street | San Pedro Street | | 1,160 | 1,510 | 350 | 30% | | 1,430 | 1,720 | 290 | 20% | 2,590 | 3,230 | 4 | 4 | 36,000 | 0.07 | 0.09 | 0.02 | No |
| Metro | 135th Street* | Secondary Highway | E/W | San Pedro Street | Avalon Boulevard | | 690 | 930 | 240 | 35% | | 950 | 1,080 | 130 | 14% | 1,640 | 2,010 | 4 | 4 | 36,000 | 0.05 | 0.06 | 0.01 | No |
| Metro | Main Street* | Major Highway | N/S | 120th Street | 124th Street | | 5,050 | 5,180 | 130 | 3% | | 5,500 | 5,280 | -220 | -4% | 10,550 | 10,460 | 4 | 6-8 | 54,000 | 0.20 | 0.19 | 0.00 | No |
| Metro | Main Street | Major Highway | N/S | 124th Street | El Segundo Boulevard | 4,749 | 3,440 | 3,390 | -50 | -1% | 3,804 | 3,510 | 3,200 | -310 | -9% | 8,553 | 8,193 | 4 | 6-8 | 54,000 | 0.16 | 0.15 | -0.01 | No |
| Metro | Main Street | Major Highway | N/S | El Segundo Boulevard | 135th Street | 4,054 | 4,490 | 4,630 | 140 | 3% | 3,644 | 4,280 | 4,250 | -30 | -1% | 7,698 | 7,808 | 4 | 6-8 | 54,000 | 0.14 | 0.14 | 0.00 | No |
| Metro | Main Street | Major Highway | N/S | 135th Street | Rosecrans Avenue | 4,252 | 2,250 | 2,150 | -100 | -4% | 3,614 | 2,280 | 2,160 | -120 | -5% | 7,866 | 7,646 | 4 | 6-8 | 54,000 | 0.15 | 0.14 | 0.00 | No |
| Metro | Main Street | Major Highway | N/S | Rosecrans Avenue | Compton Boulevard | 4,579 | 6,810 | 6,620 | -190 | -3% | 3,983 | 6,980 | 6,740 | -240 | -3% | 8,562 | 8,132 | 4 | 6-8 | 54,000 | 0.16 | 0.15 | -0.01 | No |
| Metro | Main Street* | Major Highway | N/S | Compton Boulevard | Redondo Beach Boulevard | | 1,960 | 1,730 | -230 | -12% | | 2,180 | 1,890 | -290 | -13% | 4,140 | 3,620 | 4 | 6-8 | 54,000 | 0.08 | 0.07 | -0.01 | No |
| Metro | Main Street | Major Highway | N/S | Redondo Beach Boulevard | Alondra Boulevard | 7,176 | 2,750 | 2,520 | -230 | -8% | 5,712 | 2,740 | 2,450 | -290 | -11% | 12,888 | 12,368 | 4 | 6-8 | 54,000 | 0.24 | 0.23 | -0.01 | No |
| Metro | San Pedro Street* | Secondary Highway | N/S | 120th Street | 124th Street | | 1,630 | 1,240 | -390 | -24% | | 1,780 | 1,060 | -720 | -40% | 3,410 | 2,300 | 4 | 4 | 36,000 | 0.09 | 0.06 | -0.03 | No |
| Metro | San Pedro Street* | Secondary Highway | N/S | 124th Street | El Segundo Boulevard | | 1,090 | 620 | -470 | -43% | | 1,280 | 490 | -790 | -62% | 2,370 | 1,110 | 4 | 4 | 36,000 | 0.07 | 0.03 | -0.04 | No |
| Metro | San Pedro Street* | Secondary Highway | N/S | El Segundo Boulevard | 135th Street | | 3,000 | 3,360 | 360 | 12% | | 2,990 | 3,040 | 50 | 2% | 5,990 | 6,400 | 4 | 4 | 36,000 | 0.17 | 0.18 | 0.01 | No |
| Metro | San Pedro Street* | Secondary Highway | N/S | 135th Street | Rosecrans Avenue | | 2,550 | 2,330 | -220 | -9% | | 2,630 | 2,240 | -390 | -15% | 5,180 | 4,570 | 4 | 4 | 36,000 | 0.14 | 0.13 | -0.02 | No |
| Metro | San Pedro Street* | Secondary Highway | N/S | Rosecrans Avenue | Compton Boulevard | | 5,710 | 5,650 | -60 | -1% | | 5,820 | 5,400 | -420 | -7% | 11,530 | 11,050 | 4 | 4 | 36,000 | 0.32 | 0.31 | -0.01 | No |
| Metro | San Pedro Street* | Secondary Highway | N/S | Compton Boulevard | Redondo Beach Boulevard | | 4,560 | 4,370 | -190 | -4% | | 4,880 | 4,390 | -490 | -10% | 9,440 | 8,760 | 4 | 4 | 36,000 | 0.26 | 0.24 | -0.02 | No |

**County of Los Angeles General Plan Update**
**Existing vs. Existing Plus Project**
# APPENDIX A

| Planning Area | Street Name | Classification | Direction | Street Limits | | Northbound/Westbound | | | | | Southbound/Eastbound | | | | | 2-Way Existing ADT [1] | 2-Way Existing Plus Project ADT [1] | Lanes (2035 Model) | County General Plan Designated Buildout Lanes | LA County Maximum Capacity at LOS E | Existing V/C [1] | Existing Plus Project V/C [1] | Difference in V/C | Exceeds Capacity Thresholds AND Δ ≥ 0.02 (Yes/No) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | From | To | Existing ADT (Counts) | Existing Model ADT | Existing Plus Project Model ADT | Difference | Percent Growth | Existing ADT (Counts) | Existing Model ADT | Existing Plus Project Model ADT | Difference | Percent Growth | | | | | | | | | |
| Metro | San Pedro Street* | Secondary Highway | N/S | Redondo Beach Boulevard | Avalon Boulevard | | 6,200 | 6,340 | 140 | 2% | | 7,100 | 6,890 | -210 | -3% | 13,300 | 13,230 | 4 | 4 | 36,000 | 0.37 | 0.37 | 0.00 | No |
| Metro | Avalon Boulevard | Major Highway | N/S | 120th Street | 124th Street | 8,849 | 1,970 | 4,020 | 2,050 | 104% | 8,490 | 1,830 | 3,990 | 2,160 | 118% | 17,339 | 21,549 | 4 | 6-8 | 54,000 | 0.32 | 0.40 | 0.08 | No |
| Metro | Avalon Boulevard | Major Highway | N/S | 124th Street | El Segundo Boulevard | 9,598 | 1,960 | 4,020 | 2,060 | 105% | 9,006 | 1,830 | 3,990 | 2,160 | 118% | 18,604 | 22,824 | 4 | 6-8 | 54,000 | 0.34 | 0.42 | 0.08 | No |
| Metro | Avalon Boulevard | Major Highway | N/S | El Segundo Boulevard | 135th Street | 8,770 | 2,290 | 2,920 | 630 | 28% | 7,304 | 2,110 | 2,820 | 710 | 34% | 16,074 | 17,414 | 4 | 6-8 | 54,000 | 0.30 | 0.32 | 0.02 | No |
| Metro | Avalon Boulevard | Major Highway | N/S | 135th Street | Rosecrans Avenue | 7,825 | 3,010 | 3,930 | 920 | 31% | 7,136 | 2,960 | 3,830 | 870 | 29% | 14,961 | 16,751 | 4 | 6-8 | 54,000 | 0.28 | 0.31 | 0.03 | No |
| Metro | Avalon Boulevard | Major Highway | N/S | Rosecrans Avenue | Compton Boulevard | 8,390 | 3,700 | 4,050 | 350 | 9% | 6,717 | 3,620 | 3,910 | 290 | 8% | 15,107 | 15,747 | 4 | 6-8 | 54,000 | 0.28 | 0.29 | 0.01 | No |
| Metro | Avalon Boulevard* | Major Highway | N/S | Compton Boulevard | Redondo Beach Boulevard | | 3,620 | 4,210 | 590 | 16% | | 3,600 | 4,270 | 670 | 19% | 7,220 | 8,480 | 4 | 6-8 | 54,000 | 0.13 | 0.16 | 0.02 | No |
| Metro | Avalon Boulevard | Major Highway | N/S | Redondo Beach Boulevard | San Pedro Street | 7,458 | 3,780 | 3,920 | 140 | 4% | 6,906 | 3,870 | 3,990 | 120 | 3% | 14,364 | 14,624 | 4 | 6-8 | 54,000 | 0.27 | 0.27 | 0.00 | No |
| Metro | Avalon Boulevard* | Major Highway | N/S | San Pedro Street | Alondra Boulevard | | 9,990 | 10,260 | 270 | 3% | | 10,970 | 10,880 | -90 | -1% | 20,960 | 21,140 | 6 | 6-8 | 54,000 | 0.39 | 0.39 | 0.00 | No |
| Metro | 120th Street* | Secondary Highway | E/W | Van Ness Avenue | Western Avenue | | 10,440 | 10,580 | 140 | 1% | | 9,440 | 9,320 | -120 | -1% | 19,880 | 19,900 | 4 | 4 | 36,000 | 0.55 | 0.55 | 0.00 | No |
| Metro | 120st Street | Secondary Highway | E/W | Western Avenue | Normandie Avenue | 3,604 | 6,620 | 6,870 | 250 | 4% | 3,446 | 6,230 | 6,710 | 480 | 8% | 7,050 | 7,780 | 4 | 4 | 36,000 | 0.20 | 0.22 | 0.02 | No |
| Metro | 120nd Street | Secondary Highway | E/W | Normandie Avenue | Vermont Avenue | 4,058 | 6,100 | 5,600 | -500 | -8% | 4,233 | 5,540 | 5,080 | -460 | -8% | 8,291 | 7,331 | 4 | 4 | 36,000 | 0.23 | 0.20 | -0.03 | No |
| Metro | 120rd Street | Secondary Highway | E/W | Central Avenue | Success Avenue | 6,166 | 3,300 | 3,800 | 500 | 15% | 6,208 | 3,080 | 3,650 | 570 | 19% | 12,374 | 13,444 | 4 | 4 | 36,000 | 0.34 | 0.37 | 0.03 | No |
| Metro | 120th Street* | Secondary Highway | E/W | Success Avenue | Compton Avenue | | 990 | 1,220 | 230 | 23% | | 1,050 | 1,280 | 230 | 22% | 2,040 | 2,500 | 4 | 4 | 36,000 | 0.06 | 0.07 | 0.01 | No |
| Metro | 120th Street | Secondary Highway | E/W | Compton Avenue | Wilmington Avenue | 5,093 | 1,700 | 1,940 | 240 | 14% | 5,926 | 1,740 | 1,970 | 230 | 13% | 11,019 | 11,489 | 4 | 4 | 36,000 | 0.31 | 0.32 | 0.01 | No |
| Metro | 120th Street* | Secondary Highway | E/W | Wilmington Avenue | Metro Blue Line | | 4,940 | 7,580 | 2,640 | 53% | | 8,010 | 10,240 | 2,230 | 28% | 12,950 | 17,820 | 2 | 4 | 36,000 | 0.36 | 0.50 | 0.14 | No |
| Metro | 120th Street* | Secondary Highway | E/W | Metro Blue Line | Mona Boulevard | | 260 | 120 | -140 | -54% | | 120 | 120 | 0 | 0% | 380 | 240 | 2 | 4 | 36,000 | 0.01 | 0.01 | 0.00 | No |
| Metro | Imperial Highway | Major Highway | E/W | Van Ness Avenue | Western Avenue | 13,365 | 9,350 | 8,720 | -630 | -7% | 14,215 | 8,210 | 7,880 | -330 | -4% | 27,580 | 26,620 | 6 | 6-8 | 54,000 | 0.51 | 0.49 | -0.02 | No |
| Metro | Imperial Highway | Major Highway | E/W | Western Avenue | Normandie Avenue | 13,870 | 15,580 | 15,450 | -130 | -1% | 13,453 | 13,770 | 13,720 | -50 | 0% | 27,323 | 27,143 | 6 | 6-8 | 54,000 | 0.51 | 0.50 | 0.00 | No |
| Metro | Imperial Highway | Major Highway | E/W | Normandie Avenue | Vermont Avenue | 15,053 | 15,070 | 15,790 | 720 | 5% | 14,482 | 12,580 | 14,070 | 1,490 | 12% | 29,535 | 31,745 | 6 | 6-8 | 54,000 | 0.55 | 0.59 | 0.04 | No |
| Metro | Century Boulevard* | Major Highway | E/W | Van Ness Avenue | Western Avenue | | 15,160 | 17,050 | 1,890 | 12% | | 14,340 | 16,390 | 2,050 | 14% | 29,500 | 33,440 | 6 | 6-8 | 54,000 | 0.55 | 0.62 | 0.07 | No |
| Metro | Century Boulevard* | Major Highway | E/W | Western Avenue | Normandie Avenue | | 12,940 | 14,710 | 1,770 | 14% | | 12,720 | 14,850 | 2,130 | 17% | 25,660 | 29,560 | 4 | 6-8 | 54,000 | 0.48 | 0.55 | 0.07 | No |
| Metro | Gage Avenue* | Secondary Highway | E/W | Central Avenue | Hooper Avenue | | 9,930 | 11,630 | 1,700 | 17% | | 10,580 | 12,150 | 1,570 | 15% | 20,510 | 23,780 | 4 | 4 | 36,000 | 0.57 | 0.66 | 0.09 | No |
| Metro | Gage Avenue | Secondary Highway | E/W | Hooper Avenue | Compton Avenue | 13,454 | 9,520 | 10,760 | 1,240 | 13% | 13,176 | 10,170 | 11,050 | 880 | 9% | 26,630 | 28,750 | 4 | 4 | 36,000 | 0.74 | 0.80 | 0.06 | No |
| Metro | Gage Avenue* | Secondary Highway | E/W | Compton Avenue | Metro Blue Line | | 9,720 | 11,290 | 1,570 | 16% | | 9,830 | 11,380 | 1,550 | 16% | 19,550 | 22,670 | 4 | 4 | 36,000 | 0.54 | 0.63 | 0.09 | No |
| Metro | Gage Avenue* | Secondary Highway | E/W | Holmes Avenue | Wilmington Avenue | | 10,740 | 11,910 | 1,170 | 11% | | 10,560 | 11,820 | 1,260 | 12% | 21,300 | 23,730 | 4 | 4 | 36,000 | 0.59 | 0.66 | 0.07 | No |
| Metro | Long Beach Boulevard* | Major Highway | N/S | Florence Avenue | Broadway | | 4,740 | 4,600 | -140 | -3% | | 5,220 | 5,050 | -170 | -3% | 9,960 | 9,650 | 4 | 6-8 | 54,000 | 0.18 | 0.18 | -0.01 | No |
| Metro | Santa Fe Avenue | Major Highway | N/S | Florence Avenue | Nadeau Street | 10,947 | 9,680 | 9,450 | -230 | -2% | 11,518 | 9,910 | 9,930 | 20 | 0% | 22,465 | 22,255 | 4 | 6-8 | 54,000 | 0.42 | 0.41 | 0.00 | No |
| Metro | Santa Fe Avenue* | Major Highway | N/S | Nadeau Street | Broadway | | 11,630 | 14,970 | 3,340 | 29% | | 12,030 | 15,260 | 3,230 | 27% | 23,660 | 30,230 | 4 | 6-8 | 54,000 | 0.44 | 0.56 | 0.12 | No |
| Metro | Santa Fe Avenue | Major Highway | N/S | Broadway | Sale Place | 7,901 | 3,720 | 5,420 | 1,700 | 46% | 8,485 | 4,380 | 5,800 | 1,420 | 32% | 16,386 | 19,506 | 4 | 6-8 | 54,000 | 0.30 | 0.36 | 0.06 | No |
| Metro | Santa Fe Avenue | Major Highway | N/S | Sale Place | Firestone Boulevard | 6,600 | 5,390 | 5,610 | 220 | 4% | 6,872 | 5,650 | 5,230 | -420 | -7% | 13,472 | 13,272 | 4 | 6-8 | 54,000 | 0.25 | 0.25 | 0.00 | No |
| Metro | Nadeau Street* | Secondary Highway | E/W | Central Avenue | Hooper Avenue | | 2,960 | 2,100 | -860 | -29% | | 3,350 | 2,620 | -730 | -22% | 6,310 | 4,720 | 4 | 4 | 36,000 | 0.18 | 0.13 | -0.04 | No |
| Metro | Nadeau Street | Secondary Highway | E/W | Hooper Avenue | Compton Avenue | 9,611 | 5,030 | 6,590 | 1,560 | 31% | 7,335 | 5,510 | 6,770 | 1,260 | 23% | 16,946 | 19,766 | 4 | 4 | 36,000 | 0.47 | 0.55 | 0.08 | No |
| Metro | Nadeau Street* | Secondary Highway | E/W | Compton Avenue | Maie Avenue | | 5,600 | 7,670 | 2,070 | 37% | | 6,120 | 7,820 | 1,700 | 28% | 11,720 | 15,490 | 4 | 4 | 36,000 | 0.33 | 0.43 | 0.10 | No |
| Metro | Nadeau Street* | Secondary Highway | E/W | Maie Avenue | Walnut Drive | | 6,120 | 8,320 | 2,200 | 36% | | 6,330 | 8,400 | 2,070 | 33% | 12,450 | 16,720 | 4 | 4 | 36,000 | 0.35 | 0.46 | 0.12 | No |
| Metro | Nadeau Street* | Secondary Highway | E/W | Walnut Drive | Bell Avenue | | 7,730 | 9,880 | 2,150 | 28% | | 7,860 | 9,640 | 1,780 | 23% | 15,590 | 19,520 | 4 | 4 | 36,000 | 0.43 | 0.54 | 0.11 | No |
| Metro | Nadeau Street | Secondary Highway | E/W | Bell Avenue | Crockett Boulevard | 9,988 | 5,120 | 6,500 | 1,380 | 27% | 9,487 | 5,350 | 6,610 | 1,260 | 24% | 19,475 | 22,115 | 4 | 4 | 36,000 | 0.54 | 0.61 | 0.07 | No |
| Metro | Nadeau Street* | Secondary Highway | E/W | Crockett Boulevard | Alameda Street | | 6,240 | 7,700 | 1,460 | 23% | | 6,340 | 7,610 | 1,270 | 20% | 12,580 | 15,310 | 4 | 4 | 36,000 | 0.35 | 0.43 | 0.08 | No |
| Metro | Nadeau Street* | Secondary Highway | E/W | Alameda Street | Santa Fe Avenue | | 13,080 | 17,460 | 4,380 | 33% | | 13,230 | 17,180 | 3,950 | 30% | 26,310 | 34,640 | 4 | 4 | 36,000 | 0.73 | 0.96 | 0.23 | No |
| Metro | Hooper Avenue | Secondary Highway | N/S | Slauson Avenue | Gage Avenue | 5,476 | 4,670 | 5,730 | 1,060 | 23% | 6,161 | 5,000 | 5,680 | 680 | 14% | 11,637 | 13,377 | 4 | 4 | 36,000 | 0.32 | 0.37 | 0.05 | No |
| Metro | Hooper Avenue* | Secondary Highway | N/S | Gage Avenue | Florence Avenue | | 1,610 | 2,270 | 660 | 41% | | 1,960 | 2,380 | 420 | 21% | 3,570 | 4,650 | 2 | 4 | 36,000 | 0.10 | 0.13 | 0.03 | No |
| Metro | Hooper Avenue | Secondary Highway | N/S | Florence Avenue | Nadeau Street | 6,141 | 2,950 | 4,740 | 1,790 | 61% | 6,837 | 3,370 | 4,530 | 1,160 | 34% | 12,978 | 15,928 | 4 | 4 | 36,000 | 0.36 | 0.44 | 0.08 | No |
| Metro | Hooper Avenue | Secondary Highway | N/S | Nadeau Street | Manchester Avenue | 7,064 | 5,500 | 5,700 | 200 | 4% | 5,505 | 5,640 | 5,560 | -80 | -1% | 12,569 | 12,689 | 4 | 4 | 36,000 | 0.35 | 0.35 | 0.00 | No |
| Metro | Central Avenue* | Secondary Highway | N/S | Manchester Avenue | 92nd Street | | 8,430 | 5,000 | -3,430 | -41% | | 8,240 | 5,670 | -2,570 | -31% | 16,670 | 10,670 | 4 | 4 | 36,000 | 0.46 | 0.30 | -0.17 | No |
| Metro | N Eastern Avenue* | Secondary Highway | N/S | City Terrace Drive | Floral Drive | | 8,710 | 8,300 | -410 | -5% | | 7,920 | 8,580 | 660 | 8% | 16,630 | 16,880 | 4 | 4 | 36,000 | 0.46 | 0.47 | 0.01 | No |
| Metro | N Eastern Avenue* | Secondary Highway | N/S | Floral Drive | Cesar Chavez Avenue | | 6,740 | 7,040 | 300 | 4% | | 5,610 | 7,740 | 2,130 | 38% | 12,350 | 14,780 | 4 | 4 | 36,000 | 0.34 | 0.41 | 0.07 | No |
| Metro | N Eastern Avenue | Secondary Highway | N/S | Cesar Chavez Avenue | 1st Street | 6,627 | 7,740 | 9,430 | 1,690 | 22% | 7,803 | 6,210 | 9,130 | 2,920 | 47% | 14,430 | 19,040 | 4 | 4 | 36,000 | 0.40 | 0.53 | 0.13 | No |
| Metro | N Eastern Avenue* | Secondary Highway | N/S | 1st Street | SR-60 Freeway | | 8,210 | 9,340 | 1,130 | 14% | | 7,020 | 9,580 | 2,560 | 36% | 15,230 | 18,920 | 4 | 4 | 36,000 | 0.42 | 0.53 | 0.10 | No |
| Metro | N Eastern Avenue* | Secondary Highway | N/S | SR-60 Freeway | Eagle Street | | 5,560 | 7,620 | 2,060 | 37% | | 4,770 | 7,870 | 3,100 | 65% | 10,330 | 15,490 | 4 | 4 | 36,000 | 0.29 | 0.43 | 0.14 | No |
| Metro | N Eastern Avenue* | Secondary Highway | N/S | Eagle Street | Whittier Boulevard | | 5,560 | 7,610 | 2,050 | 37% | | 5,660 | 9,030 | 3,370 | 60% | 11,220 | 16,640 | 4 | 4 | 36,000 | 0.31 | 0.46 | 0.15 | No |
| Metro | N Eastern Avenue* | Secondary Highway | N/S | Whittier Boulevard | I-710 Freeway South off-ramp | | 6,780 | 9,220 | 2,440 | 36% | | 8,460 | 12,770 | 4,310 | 51% | 15,240 | 21,990 | 4 | 4 | 36,000 | 0.42 | 0.61 | 0.19 | No |
| Metro | N Eastern Avenue* | Secondary Highway | N/S | I-710 Freeway South off-ra | Olympic Boulevard | | 5,750 | 9,490 | 3,740 | 65% | | 9,700 | 9,590 | -110 | -1% | 15,450 | 19,080 | 4 | 4 | 36,000 | 0.43 | 0.53 | 0.10 | No |
| Metro | N Eastern Avenue* | Secondary Highway | N/S | Olympic Boulevard | Triggs Street | | 7,840 | 9,110 | 1,270 | 16% | | 9,250 | 9,000 | -250 | -3% | 17,090 | 18,110 | 4 | 4 | 36,000 | 0.47 | 0.50 | 0.03 | No |
| Metro | Atlantic Boulevard* | Major Highway | N/S | 3rd Street/Pomona Bouleva | Beverly Boulevard | | 20,010 | 14,570 | -5,440 | -27% | | 18,950 | 13,930 | -5,020 | -26% | 38,960 | 28,500 | 4 | 6-8 | 54,000 | 0.72 | 0.53 | -0.19 | No |
| Metro | Atlantic Boulevard | Major Highway | N/S | Beverly Boulevard | Whittier Boulevard | 11,884 | 17,460 | 12,710 | -4,750 | -27% | 13,206 | 16,560 | 12,760 | -3,800 | -23% | 25,090 | 16,540 | 4 | 6-8 | 54,000 | 0.46 | 0.31 | -0.16 | No |
| Metro | Atlantic Boulevard | Major Highway | N/S | Whittier Boulevard | Olympic Boulevard | 10,964 | 17,620 | 13,580 | -4,040 | -23% | 13,144 | 16,710 | 13,260 | -3,450 | -21% | 24,108 | 16,618 | 6 | 6-8 | 54,000 | 0.45 | 0.31 | -0.14 | No |
| Metro | Atlantic Boulevard | Major Highway | N/S | Olympic Boulevard | Ferguson Drive | 8,068 | 16,630 | 8,480 | -8,150 | -49% | 12,285 | 17,210 | 8,620 | -8,590 | -50% | 20,353 | 3,613 | 2 | 6-8 | 54,000 | 0.38 | 0.07 | -0.31 | No |
| Metro | Floral Drive | Secondary Highway | E/W | Eastern Avenue | Humphreys Avenue | 3,208 | 6,240 | 6,700 | 460 | 7% | 3,158 | 6,640 | 6,510 | -130 | -2% | 6,366 | 6,696 | 2 | 4 | 36,000 | 0.18 | 0.19 | 0.01 | No |
| Metro | Floral Drive* | Secondary Highway | E/W | Humphrey's Avenue | Ford Boulevard | | 6,070 | 6,040 | -30 | 0% | | 4,320 | 6,070 | 1,750 | 41% | 10,390 | 12,110 | 2 | 4 | 36,000 | 0.29 | 0.34 | 0.05 | No |
| Metro | Floral Drive* | Secondary Highway | E/W | Ford Boulevard | Corporate Center Drive | | 4,730 | 5,440 | 710 | 15% | | 5,280 | 5,020 | -260 | -5% | 10,010 | 10,460 | 2 | 4 | 36,000 | 0.28 | 0.29 | 0.01 | No |
| Metro | Floral Drive* | Secondary Highway | E/W | Corporate Center Drive | Mednik Avenue | | 2,810 | 2,990 | 180 | 6% | | 2,650 | 2,200 | -450 | -17% | 5,460 | 5,190 | 4 | 4 | 36,000 | 0.15 | 0.14 | -0.01 | No |
| Metro | Floral Drive* | Secondary Highway | E/W | Mednik Avenue | Bleakwood Avenue | | 2,180 | 2,350 | 170 | 8% | | 2,540 | 2,500 | -40 | -2% | 4,720 | 4,850 | 2 | 4 | 36,000 | 0.13 | 0.13 | 0.00 | No |
| Metro | Cesar Chavez Avenue* | Secondary Highway | E/W | Indiana Street | Rowan Avenue | | 8,310 | 7,780 | -530 | -6% | | 8,740 | 7,680 | -1,060 | -12% | 17,050 | 15,460 | 4 | 4 | 36,000 | 0.47 | 0.43 | -0.04 | No |
| Metro | Cesar Chavez Avenue* | Secondary Highway | E/W | Rowan Avenue | Gage Avenue | | 6,760 | 7,470 | 710 | 11% | | 7,280 | 7,300 | 20 | 0% | 14,040 | 14,770 | 4 | 4 | 36,000 | 0.39 | 0.41 | 0.02 | No |
| Metro | Cesar Chavez Avenue* | Secondary Highway | E/W | Gage Avenue | Hazard Avenue | | 9,720 | 10,850 | 1,130 | 12% | | 10,390 | 10,880 | 490 | 5% | 20,110 | 21,730 | 4 | 4 | 36,000 | 0.56 | 0.60 | 0.05 | No |
| Metro | Cesar Chavez Avenue* | Secondary Highway | E/W | Hazard Avenue | Eastern Avenue | | 13,380 | 15,670 | 2,290 | 17% | | 13,610 | 16,070 | 2,460 | 18% | 26,990 | 31,740 | 4 | 4 | 36,000 | 0.75 | 0.88 | 0.13 | No |
| Metro | Cesar Chavez Avenue* | Secondary Highway | E/W | Eastern Avenue | Humphreys Avenue | | 14,080 | 16,000 | 1,920 | 14% | | 14,940 | 17,820 | 2,880 | 19% | 29,020 | 33,820 | 4 | 4 | 36,000 | 0.81 | 0.94 | 0.13 | No |
| Metro | Cesar Chavez Avenue* | Secondary Highway | E/W | Humphrey's Avenue | Ford Boulevard | | 13,130 | 16,110 | 2,980 | 23% | | 10,640 | 13,820 | 3,180 | 30% | 23,770 | 29,930 | 4 | 4 | 36,000 | 0.66 | 0.83 | 0.17 | No |
| Metro | Cesar Chavez Avenue* | Secondary Highway | E/W | Ford Boulevard | Mednik Avenue | | 9,650 | 12,020 | 2,370 | 25% | | 9,460 | 11,790 | 2,330 | 25% | 19,110 | 23,810 | 4 | 4 | 36,000 | 0.53 | 0.66 | 0.13 | No |
| Metro | Cesar Chavez Avenue* | Secondary Highway | E/W | Mednik Avenue | Bleakwood Avenue | | 4,310 | 4,610 | 300 | 7% | | 5,210 | 5,190 | -20 | 0% | 9,520 | 9,800 | 4 | 4 | 36,000 | 0.26 | 0.27 | 0.01 | No |
| Metro | 1st Street* | Secondary Highway | E/W | Indiana Street | Rowan Avenue | | 5,280 | 4,080 | -1,200 | -23% | | 6,470 | 4,650 | -1,820 | -28% | 11,750 | 8,730 | 4 | 4 | 36,000 | 0.33 | 0.24 | -0.08 | No |
| Metro | 1st Street* | Secondary Highway | E/W | Rowan Avenue | Gage Avenue | | 6,540 | 3,950 | -2,590 | -40% | | 7,570 | 4,560 | -3,010 | -40% | 14,110 | 8,510 | 4 | 4 | 36,000 | 0.39 | 0.24 | -0.16 | No |
| Metro | 1st Street* | Secondary Highway | E/W | Gage Avenue | Eastern Avenue | | 5,030 | 5,280 | 250 | 5% | | 4,970 | 5,650 | 680 | 14% | 10,000 | 10,930 | 4 | 4 | 36,000 | 0.28 | 0.30 | 0.03 | No |
| Metro | 1st Street* | Secondary Highway | E/W | Eastern Avenue | Humphreys Avenue | | 5,010 | 6,310 | 1,300 | 26% | | 4,600 | 6,140 | 1,540 | 33% | 9,610 | 12,450 | 4 | 4 | 36,000 | 0.27 | 0.35 | 0.08 | No |
| Metro | 1st Street* | Secondary Highway | E/W | Ford Boulevard | Mednik Avenue | | 4,920 | 6,540 | 1,620 | 33% | | 6,150 | 8,120 | 1,970 | 32% | 11,070 | 14,660 | 4 | 4 | 36,000 | 0.31 | 0.41 | 0.10 | No |
| Metro | 1st Street | Secondary Highway | E/W | Mednik Avenue | Bleakwood Avenue | 11,558 | 1,960 | 1,670 | -290 | -15% | 6,639 | 3,000 | 1,650 | -1,350 | -45% | 18,197 | 16,557 | 2 | 4 | 36,000 | 0.51 | 0.46 | -0.05 | No |
| Metro | 3rd Street | Major Highway | E/W | Indiana Street | Rowan Avenue | 4,682 | 3,390 | 8,880 | 5,490 | 162% | 3,707 | 4,530 | 9,760 | 5,230 | 115% | 8,389 | 19,109 | 4 | 6-8 | 54,000 | 0.16 | 0.35 | 0.20 | No |
| Metro | 3rd Street* | Major Highway | E/W | Rowan Avenue | Gage Avenue | | 2,930 | 7,610 | 4,680 | 160% | | 4,910 | 9,010 | 4,100 | 84% | 7,840 | 16,620 | 4 | 6-8 | 54,000 | 0.15 | 0.31 | 0.16 | No |
| Metro | 3rd Street* | Major Highway | E/W | Gage Avenue | Sunol Drive | | 8,660 | 13,180 | 4,520 | 52% | | 6,950 | 8,940 | 1,990 | 29% | 15,610 | 22,120 | 4 | 6-8 | 54,000 | 0.29 | 0.41 | 0.12 | No |
| Metro | 3rd Street | Major Highway | E/W | Sunol Drive | Eastern Avenue | 5,253 | 4,720 | 8,840 | 4,120 | 87% | 6,792 | 4,960 | 9,620 | 4,660 | 94% | 12,045 | 20,825 | 4 | 6-8 | 54,000 | 0.22 | 0.39 | 0.16 | No |
| Metro | 3rd Street | Major Highway | E/W | Eastern Avenue | Humphreys Avenue | 5,315 | 2,930 | 5,270 | 2,340 | 80% | 7,739 | 3,400 | 6,880 | 3,480 | 102% | 13,054 | 18,874 | 4 | 6-8 | 54,000 | 0.24 | 0.35 | 0.11 | No |
| Metro | 3rd Street | Major Highway | E/W | Ford Boulevard | Mednik Avenue | 6,076 | 1,790 | 4,850 | 3,060 | 171% | 6,294 | 2,170 | 5,600 | 3,430 | 158% | 12,370 | 18,860 | 2 | 6-8 | 54,000 | 0.23 | 0.35 | 0.12 | No |
| Metro | 3rd Street | Major Highway | E/W | Mednik Avenue | Beverly Boulevard | 7,291 | 8,600 | 17,320 | 8,720 | 101% | 8,648 | 9,030 | 19,460 | 10,430 | 116% | 15,939 | 35,089 | 6 | 6-8 | 54,000 | 0.30 | 0.65 | 0.35 | No |
| Metro | 3rd Street* | Major Highway | E/W | Beverly Boulevard | Atlantic Boulevard | | 2,390 | 6,090 | 3,700 | 155% | | 2,870 | 7,960 | 5,090 | 177% | 5,260 | 14,050 | 6 | 6-8 | 54,000 | 0.10 | 0.26 | 0.16 | No |
| Metro | 3rd Street* | Major Highway | E/W | Atlantic Boulevard | Hillview Avenue | | 9,890 | 11,070 | 1,180 | 12% | | 6,900 | 7,440 | 540 | 8% | 16,790 | 18,510 | 4 | 6-8 | 54,000 | 0.31 | 0.34 | 0.03 | No |
| Metro | Whittier Boulevard | Secondary Highway | E/W | Indiana Street | Ditman Avenue | 10,981 | 10,770 | 13,760 | 2,990 | 28% | 9,219 | 9,410 | 9,810 | 400 | 4% | 20,200 | 23,590 | 4 | 4 | 36,000 | 0.56 | 0.66 | 0.09 | No |
| Metro | Whittier Boulevard* | Secondary Highway | E/W | Ditman Avenue | Rowan Avenue | | 3,480 | 3,930 | 450 | 13% | | 7,680 | 6,440 | -1,240 | -16% | 11,160 | 10,370 | 4 | 4 | 36,000 | 0.31 | 0.29 | -0.02 | No |
| Metro | Whittier Boulevard* | Secondary Highway | E/W | Rowan Avenue | Sunol Drive | | 3,480 | 4,860 | 1,380 | 40% | | 6,810 | 6,830 | 20 | 0% | 10,290 | 11,690 | 4 | 4 | 36,000 | 0.29 | 0.32 | 0.04 | No |

**County of Los Angeles General Plan Update**
**Existing vs. Existing Plus Project**
# APPENDIX A

| Planning Area | Street Name | Classification | Direction | Street Limits | | Northbound/Westbound | | | | | Southbound/Eastbound | | | | | 2-Way Existing ADT [1] | 2-Way Existing Plus Project ADT [1] | Lanes (2035 Model) | County General Plan Designated Buildout Lanes | LA County Maximum Capacity at LOS E | Existing V/C [1] | Existing Plus Project V/C [1] | Difference in V/C | Exceeds Capacity Thresholds AND Δ ≥ 0.02 (Yes/No) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | From | To | Existing ADT (Counts) | Existing Model ADT | Existing Plus Project Model ADT | Difference | Percent Growth | Existing ADT (Counts) | Existing Model ADT | Existing Plus Project Model ADT | Difference | Percent Growth | | | | | | | | | |
| Metro | Whittier Boulevard | Secondary Highway | E/W | Sunol Drive | Eastern Avenue | 15,654 | 7,900 | 9,490 | 1,590 | 20% | 11,254 | 10,490 | 11,680 | 1,190 | 11% | 26,908 | 29,688 | 4 | 4 | 36,000 | 0.75 | 0.82 | 0.08 | No |
| Metro | Whittier Boulevard | Secondary Highway | E/W | Ford Boulevard | Arizona Avenue | 14,211 | 9,190 | 10,830 | 1,640 | 18% | 12,151 | 9,710 | 10,720 | 1,010 | 10% | 26,362 | 29,012 | 4 | 4 | 36,000 | 0.73 | 0.81 | 0.07 | No |
| Metro | Whittier Boulevard | Secondary Highway | E/W | Arizona Avenue | Atlantic Boulevard | 11,927 | 7,910 | 6,960 | -950 | -12% | 11,873 | 8,470 | 7,090 | -1,380 | -16% | 23,800 | 21,470 | 4 | 4 | 36,000 | 0.66 | 0.60 | -0.06 | No |
| Metro | Whittier Boulevard* | Major Highway | E/W | Atlantic Boulevard | Belden Avenue | | 7,000 | 6,580 | -420 | -6% | | 7,580 | 7,000 | -580 | -8% | 14,580 | 13,580 | 4 | 6-8 | 54,000 | 0.27 | 0.25 | -0.02 | No |
| Metro | Whittier Boulevard* | Major Highway | E/W | Belden Avenue | Gethart Avenue | | 6,600 | 6,850 | 250 | 4% | | 7,450 | 7,380 | -70 | -1% | 14,050 | 14,230 | 4 | 6-8 | 54,000 | 0.26 | 0.26 | 0.00 | No |
| Metro | Whittier Boulevard* | Major Highway | E/W | Gethart Avenue | Hendricks Avenue | | 6,680 | 6,560 | -120 | -2% | | 7,470 | 7,190 | -280 | -4% | 14,150 | 13,750 | 4 | 6-8 | 54,000 | 0.26 | 0.25 | -0.01 | No |
| Metro | Whittier Boulevard | Major Highway | E/W | Hendrick Avenue | Garfield Avenue | 10,480 | 6,330 | 6,520 | 190 | 3% | 11,265 | 7,470 | 6,840 | -630 | -8% | 21,745 | 21,305 | 4 | 6-8 | 54,000 | 0.40 | 0.39 | -0.01 | No |
| Metro | Olympic Boulevard* | Major Highway | E/W | Indiana Street | Rowan Avenue | | 12,200 | 13,090 | 890 | 7% | | 13,070 | 15,650 | 2,580 | 20% | 25,270 | 28,740 | 4 | 6-8 | 54,000 | 0.47 | 0.53 | 0.06 | No |
| Metro | Olympic Boulevard | Major Highway | E/W | Rowan Avenue | Sunol Drive | 11,109 | 7,740 | 9,280 | 1,540 | 20% | 11,219 | 7,760 | 7,990 | 230 | 3% | 22,328 | 24,098 | 4 | 6-8 | 54,000 | 0.41 | 0.45 | 0.03 | No |
| Metro | Olympic Boulevard | Major Highway | E/W | Sunol Drive | Eastern Avenue | 22,087 | 10,370 | 10,990 | 620 | 6% | 12,158 | 9,000 | 9,360 | 360 | 4% | 34,245 | 35,225 | 4 | 6-8 | 54,000 | 0.63 | 0.65 | 0.02 | No |
| Metro | Olympic Boulevard* | Major Highway | E/W | Ford Boulevard | Arizona Avenue | | 11,820 | 12,100 | 280 | 2% | | 12,960 | 13,970 | 1,010 | 8% | 24,780 | 26,070 | 4 | 6-8 | 54,000 | 0.46 | 0.48 | 0.02 | No |
| Metro | Olympic Boulevard | Major Highway | E/W | Arizona Avenue | Atlantic Boulevard | 12,262 | 8,270 | 8,180 | -90 | -1% | 11,924 | 10,400 | 9,700 | -700 | -7% | 24,186 | 23,396 | 4 | 6-8 | 54,000 | 0.45 | 0.43 | -0.01 | No |
| Metro | Olympic Boulevard* | Major Highway | E/W | Atlantic Boulevard | Goodrich Boulevard | | 6,440 | 6,690 | 250 | 4% | | 7,120 | 7,630 | 510 | 7% | 13,560 | 14,320 | 4 | 6-8 | 54,000 | 0.25 | 0.27 | 0.01 | No |
| Metro | Olympic Boulevard* | Major Highway | E/W | Goodrich Boulevard | Gethart Avenue | | 9,300 | 7,840 | -1,460 | -16% | | 9,420 | 7,960 | -1,460 | -15% | 18,720 | 15,800 | 4 | 6-8 | 54,000 | 0.35 | 0.29 | -0.05 | No |
| Metro | Olympic Boulevard | Major Highway | E/W | Gethart Avenue | Hendricks Avenue | 9,367 | 9,300 | 7,840 | -1,460 | -16% | 10,632 | 9,420 | 7,960 | -1,460 | -15% | 19,999 | 17,079 | 4 | 6-8 | 54,000 | 0.37 | 0.32 | -0.05 | No |
| Metro | Olympic Boulevard | Major Highway | E/W | Hendrick Avenue | Garfield Avenue | 9,295 | 8,770 | 7,700 | -1,070 | -12% | 10,582 | 8,900 | 7,830 | -1,070 | -12% | 19,877 | 17,737 | 4 | 6-8 | 54,000 | 0.37 | 0.33 | -0.04 | No |
| Santa Monica Mountains | Kanan Dume Road* | Major Highway | N/S | Latigo Canyon Road | Pacific Coast Highway | | 4,810 | 4,170 | -640 | -13% | | 4,650 | 4,190 | -460 | -10% | 9,460 | 8,360 | 2 | 6-8 | 54,000 | 0.18 | 0.15 | -0.02 | No |
| Santa Monica Mountains | Kanan Dume Road* | Major Highway | N/S | Mulholland Highway | Latigo Canyon Road | | 4,810 | 4,170 | -640 | -13% | | 4,650 | 4,190 | -460 | -10% | 9,460 | 8,360 | 2 | 6-8 | 54,000 | 0.18 | 0.15 | -0.02 | No |
| Santa Monica Mountains | Kanan Dume Road* | Major Highway | N/S | Triunfo Canyon Road | Mullholland Highway | | 3,840 | 4,710 | 870 | 23% | | 3,950 | 4,800 | 850 | 22% | 7,790 | 9,510 | 2 | 6-8 | 54,000 | 0.14 | 0.18 | 0.03 | No |
| Santa Monica Mountains | Kanan Road | Major Highway | N/S | Sierra Creek Road | Triunfo Canyon Road | 6,702 | 9,100 | 10,000 | 900 | 10% | 6,651 | 9,850 | 10,540 | 690 | 7% | 13,353 | 14,943 | 2 | 6-8 | 54,000 | 0.25 | 0.28 | 0.03 | No |
| Santa Monica Mountains | Kanan Road | Major Highway | N/S | Troutdale Drive | Sierra Creek Road | 7,814 | 9,080 | 9,940 | 860 | 9% | 7,895 | 9,820 | 10,390 | 570 | 6% | 15,709 | 17,139 | 2 | 6-8 | 54,000 | 0.29 | 0.32 | 0.03 | No |
| Santa Monica Mountains | Kanan Road* | Major Highway | N/S | Cornell Road | Troutdale Drive | | 5,860 | 6,290 | 430 | 7% | | 6,800 | 7,070 | 270 | 4% | 12,660 | 13,360 | 2 | 6-8 | 54,000 | 0.23 | 0.25 | 0.01 | No |
| Santa Monica Mountains | Malibu Canyon Road | Major Highway | N/S | Adamson Flat/Palm Canyon | Piuma Road | 9,594 | 7,020 | 9,580 | 2,560 | 36% | 9,805 | 6,710 | 9,220 | 2,510 | 37% | 19,399 | 24,469 | 2 | 6-8 | 54,000 | 0.36 | 0.45 | 0.09 | No |
| Santa Monica Mountains | Las Virgenes Road | Major Highway | N/S | Piuma Road | Mullholland Highway | 11,581 | 6,380 | 8,060 | 1,680 | 26% | 7,972 | 6,300 | 8,400 | 2,100 | 33% | 19,553 | 23,333 | 2 | 6-8 | 54,000 | 0.36 | 0.43 | 0.07 | No |
| Santa Monica Mountains | Las Virgenes Road* | Major Highway | N/S | Mullholland Highway | Lost Hills Road | | 7,640 | 9,470 | 1,830 | 24% | | 8,290 | 9,430 | 1,140 | 14% | 15,930 | 18,900 | 2 | 6-8 | 54,000 | 0.30 | 0.35 | 0.06 | No |
| Santa Monica Mountains | Topanga Canyon Boulevard (SR-27)* | Secondary Highway | N/S | Pacific Coast Highway | Fernwood Pacific Drive | | 8,820 | 9,440 | 620 | 7% | | 9,200 | 9,980 | 780 | 8% | 18,020 | 19,420 | 2 | 4 | 36,000 | 0.50 | 0.54 | 0.04 | No |
| Santa Monica Mountains | Topanga Canyon Boulevard (SR-27)* | Secondary Highway | N/S | Fernwood Pacific Drive | Old Topanga Canyon Road | | 10,200 | 11,280 | 1,080 | 11% | | 10,630 | 12,000 | 1,370 | 13% | 20,830 | 23,280 | 2 | 4 | 36,000 | 0.58 | 0.65 | 0.07 | No |
| Santa Monica Mountains | Topanga Canyon Boulevard (SR-27)* | Secondary Highway | N/S | Old Tapanga Canyon Road | Keller Road | | 4,530 | 5,600 | 1,070 | 24% | | 4,770 | 5,640 | 870 | 18% | 9,300 | 11,240 | 2 | 4 | 36,000 | 0.26 | 0.31 | 0.05 | No |
| Santa Monica Mountains | Mulholland Highway | Expressway | E/W | Lechusa Road | Kanan Road | 1,387 | 3,470 | 5,580 | 2,110 | 61% | 1,321 | 3,070 | 5,380 | 2,310 | 75% | 2,708 | 7,128 | 2 | 4-8 | 44,000 | 0.06 | 0.16 | 0.10 | No |
| Santa Monica Mountains | Mulholland Highway | Expressway | E/W | Kanan Road | Sierra Creek Road | 736 | 630 | 950 | 320 | 51% | 732 | 500 | 810 | 310 | 62% | 1,468 | 2,098 | 2 | 4-8 | 44,000 | 0.03 | 0.05 | 0.01 | No |
| Santa Monica Mountains | Mulholland Highway* | Expressway | E/W | Sierra Creek Road | Troutdale Drive | | 660 | 1,100 | 440 | 67% | | 520 | 870 | 350 | 67% | 1,180 | 1,970 | 2 | 4-8 | 44,000 | 0.03 | 0.04 | 0.02 | No |
| Santa Monica Mountains | Mulholland Highway* | Expressway | E/W | Troutdale Drive | Lake Vista Drive | | 3,680 | 4,410 | 730 | 20% | | 3,740 | 4,520 | 780 | 21% | 7,420 | 8,930 | 2 | 4-8 | 44,000 | 0.17 | 0.20 | 0.03 | No |
| Santa Monica Mountains | Mulholland Highway* | Expressway | E/W | Lake Vista Drive | Cornell Road | | 670 | 950 | 280 | 42% | | 760 | 1,100 | 340 | 45% | 1,430 | 2,050 | 2 | 4-8 | 44,000 | 0.03 | 0.05 | 0.01 | No |
| Santa Monica Mountains | Mulholland Highway* | Expressway | E/W | Cornell Road | Udell Road | | 5,150 | 5,020 | -130 | -3% | | 4,510 | 5,550 | 1,040 | 23% | 9,660 | 10,570 | 2 | 4-8 | 44,000 | 0.22 | 0.24 | 0.02 | No |
| Santa Monica Mountains | Mulholland Highway | Expressway | E/W | Udell Road | Las Virgenes Road | 541 | 5,150 | 5,020 | -130 | -3% | 609 | 4,510 | 5,550 | 1,040 | 23% | 1,150 | 2,060 | 2 | 4-8 | 44,000 | 0.03 | 0.05 | 0.02 | No |
| Santa Monica Mountains | Mulholland Highway* | Expressway | E/W | Las Virgenes Road | Cold Canyon Road | | 2,820 | 3,530 | 710 | 25% | | 2,900 | 3,670 | 770 | 27% | 5,720 | 7,200 | 2 | 4-8 | 44,000 | 0.13 | 0.16 | 0.03 | No |
| Santa Monica Mountains | Mulholland Highway* | Expressway | E/W | Cold Canyon Road | Stunt Road | | 2,110 | 2,490 | 380 | 18% | | 2,420 | 3,270 | 850 | 35% | 4,530 | 5,760 | 2 | 4-8 | 44,000 | 0.10 | 0.13 | 0.03 | No |

Note: * Existing ADT count not available. Existing model volume used.
(1) Existing ADT counts taken by the County between 2011 and 2013 were used, where available, to calculate the existing and Existing plus Project V/C ratios. On segments where existing ADT counts were not available, the existing model ADT volumes were used.

**County of Los Angeles General Plan Update**
**Future 2035 No Project vs. Future 2035 Plus Project**

# APPENDIX B

| Planning Area | Street Name | Classification | Direction | Street Limits | | Northbound/Westbound | | | | Southbound/Eastbound | | | | 2-Way Future 2035 Plus Project Model ADT | Lanes (2035 Model) | County General Plan Designated Buildout Lanes | LA County Maximum Capacity at LOS E | Future No Project Model V/C | Future 2035 Plus Project Model V/C | Difference in Model V/C | Exceeds Capacity Thresholds AND Δ ≥ 0.02 (Yes/No) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | From | To | 2035 No Project Model ADT | 2035 With Project Model ADT | Difference | Percent Growth | 2035 No Project Model ADT | 2035 With Project Model ADT | Difference | Percent Growth | | | | | | | | |
| South Bay | Crenshaw Boulevard | Major Highway | N/S | Palos Verdes Lane | Silver Spur Road | 9,368 | 9,476 | 108 | 1% | 9,542 | 9,626 | 84 | 1% | 19,102 | 4 | 6-8 | 54,000 | 0.35 | 0.35 | 0.00 | No |
| South Bay | Vermont Street | Major Highway | N/S | Lomita Boulevard | Sepulveda Boulevard | 12,274 | 12,339 | 65 | 1% | 12,637 | 12,563 | -74 | -1% | 24,902 | 4 | 6-8 | 54,000 | 0.46 | 0.46 | 0.00 | No |
| South Bay | Vermont Street | Major Highway | N/S | Sepulveda Boulevard | W 228th Street | 3,658 | 4,286 | 628 | 17% | 6,286 | 6,688 | 402 | 6% | 10,974 | 4 | 6-8 | 54,000 | 0.18 | 0.20 | 0.02 | No |
| South Bay | Vermont Street | Major Highway | N/S | W 228th Street | W 223rd Street | 9,113 | 10,063 | 950 | 10% | 11,962 | 12,645 | 683 | 6% | 22,708 | 4 | 6-8 | 54,000 | 0.39 | 0.42 | 0.03 | No |
| South Bay | Vermont Street | Major Highway | N/S | W 223rd Street | W 220th Street | 5,577 | 6,903 | 1,326 | 24% | 6,940 | 7,869 | 929 | 13% | 14,772 | 4 | 6-8 | 54,000 | 0.23 | 0.27 | 0.04 | No |
| South Bay | Vermont Street | Major Highway | N/S | W 220th Street | Carson Street | 2,012 | 1,971 | -41 | -2% | 3,413 | 3,030 | -383 | -11% | 5,001 | 4 | 6-8 | 54,000 | 0.10 | 0.09 | -0.01 | No |
| South Bay | Vermont Street | Major Highway | N/S | Carson Street | Torrance Boulevard | 5,072 | 6,611 | 1,539 | 30% | 5,176 | 5,939 | 763 | 15% | 12,550 | 4 | 6-8 | 54,000 | 0.19 | 0.23 | 0.04 | No |
| South Bay | Vermont Street | Major Highway | N/S | Torrance Boulevard | Del Amo Boulevard | 6,825 | 7,490 | 665 | 10% | 6,129 | 6,574 | 445 | 7% | 14,064 | 4 | 6-8 | 54,000 | 0.24 | 0.26 | 0.02 | No |
| South Bay | Manhattan Beach Blvd | Major Highway | E/W | Prairie Avenue | Crenshaw Boulevard | 5,820 | 5,926 | 106 | 2% | 4,997 | 4,962 | -35 | -1% | 10,888 | 4 | 6-8 | 54,000 | 0.20 | 0.20 | 0.00 | No |
| South Bay | Lennox Boulevard | Secondary Highway | E/W | La Cienega Boulevard | Inglewood Avenue | 5,324 | 5,457 | 133 | 2% | 4,719 | 4,848 | 129 | 3% | 10,305 | 2 | 4 | 36,000 | 0.28 | 0.29 | 0.01 | No |
| South Bay | Lennox Boulevard | Secondary Highway | E/W | Inglewood Avenue | Hawthorne Boulevard | 2,843 | 2,864 | 21 | 1% | 2,505 | 2,624 | 119 | 5% | 5,488 | 2 | 4 | 36,000 | 0.15 | 0.15 | 0.00 | No |
| South Bay | Lennox Boulevard | Secondary Highway | E/W | Hawthorne Boulevard | Freeman Avenue | 1,279 | 1,263 | -16 | -1% | 2,019 | 2,011 | -8 | 0% | 3,274 | 4 | 4 | 36,000 | 0.09 | 0.09 | 0.00 | No |
| South Bay | W 220th Street | Secondary Highway | E/W | Normandie Avenue | Meyler Street | 3,469 | 4,591 | 1,122 | 32% | 3,678 | 4,904 | 1,226 | 33% | 9,495 | 4 | 4 | 36,000 | 0.20 | 0.26 | 0.07 | No |
| South Bay | W 220th Street | Secondary Highway | E/W | Meyler Street | Vermont Avenue | 3,565 | 4,932 | 1,367 | 38% | 3,527 | 4,839 | 1,312 | 37% | 9,771 | 4 | 4 | 36,000 | 0.20 | 0.27 | 0.07 | No |
| South Bay | Normandie Avenue | Secondary Highway | N/S | Sepulveda Boulevard | Lomita Boulevard | 5,163 | 5,630 | 467 | 9% | 4,599 | 4,912 | 313 | 7% | 10,542 | 4 | 4 | 36,000 | 0.27 | 0.29 | 0.02 | No |
| South Bay | Normandie Avenue | Secondary Highway | N/S | W 228th Street | Sepulveda Boulevard | 5,803 | 6,225 | 422 | 7% | 5,928 | 6,219 | 291 | 5% | 12,444 | 4 | 4 | 36,000 | 0.33 | 0.35 | 0.02 | No |
| South Bay | Normandie Avenue | Secondary Highway | N/S | W 223rd Street | W 228th Street | 4,368 | 4,887 | 519 | 12% | 4,844 | 5,376 | 532 | 11% | 10,263 | 4 | 4 | 36,000 | 0.26 | 0.29 | 0.03 | No |
| South Bay | Normandie Avenue | Secondary Highway | N/S | W 220th Street | W 223rd Street | 6,764 | 7,668 | 904 | 13% | 7,235 | 8,273 | 1,038 | 14% | 15,941 | 4 | 4 | 36,000 | 0.39 | 0.44 | 0.05 | No |
| South Bay | Normandie Avenue | Secondary Highway | N/S | Carson Street | W 220th Street | 1,938 | 1,694 | -244 | -13% | 2,464 | 2,356 | -108 | -4% | 4,050 | 4 | 4 | 36,000 | 0.12 | 0.11 | -0.01 | No |
| South Bay | Normandie Avenue | Secondary Highway | N/S | Torrance Boulevard | Carson Street | 4,017 | 4,624 | 607 | 15% | 4,954 | 5,695 | 741 | 15% | 10,319 | 4 | 4 | 36,000 | 0.25 | 0.29 | 0.04 | No |
| South Bay | Normandie Avenue | Secondary Highway | N/S | Del Amo Boulevard | Torrance Boulevard | 8,335 | 8,860 | 525 | 6% | 9,416 | 9,843 | 427 | 5% | 18,703 | 4 | 4 | 36,000 | 0.49 | 0.52 | 0.03 | No |
| South Bay | Sepulvada Boulevard | Major Highway | E/W | Normandie Avenue | Vermont Avenue | 20,573 | 20,639 | 66 | 0% | 22,635 | 22,932 | 297 | 1% | 43,571 | 6 | 6-8 | 54,000 | 0.80 | 0.81 | 0.01 | No |
| South Bay | Sepulvada Boulevard | Major Highway | E/W | Vermont Avenue | I-110 South Offramp | 30,507 | 30,962 | 455 | 1% | 35,056 | 35,683 | 627 | 2% | 66,645 | 6 | 6-8 | 54,000 | 1.21 | 1.23 | 0.02 | Yes |
| South Bay | Sepulvada Boulevard | Major Highway | E/W | I-110 South Offramp | Figueroa St | 21,522 | 22,230 | 708 | 3% | 17,765 | 18,197 | 432 | 2% | 40,427 | 6 | 6-8 | 54,000 | 0.73 | 0.75 | 0.02 | No |
| Antelope Valley | W Avenue J | Major Highway | E/W | 90th Street E | 100th Street E | 4,386 | 6,894 | 2,508 | 57% | 3,606 | 6,492 | 2,886 | 80% | 13,386 | 2 | 6-8 | 54,000 | 0.15 | 0.25 | 0.10 | No |
| Antelope Valley | W Avenue J | Major Highway | E/W | 100th Street E | 110th Street E | 5,149 | 8,687 | 3,538 | 69% | 4,353 | 8,356 | 4,003 | 92% | 17,043 | 2 | 6-8 | 54,000 | 0.18 | 0.32 | 0.14 | No |
| Antelope Valley | W Avenue J | Major Highway | E/W | 110th Street E | 140th Street E | 6,093 | 10,117 | 4,024 | 66% | 4,750 | 9,743 | 4,993 | 105% | 19,860 | 2 | 6-8 | 54,000 | 0.20 | 0.37 | 0.17 | No |
| Antelope Valley | W Avenue J | Major Highway | E/W | 140th Street E | 150th Street E | 7,262 | 10,840 | 3,578 | 49% | 5,058 | 9,613 | 4,555 | 90% | 20,453 | 2 | 6-8 | 54,000 | 0.23 | 0.38 | 0.15 | No |
| Antelope Valley | W Avenue J | Major Highway | E/W | 150th Street E | 170th Street E | 8,258 | 11,956 | 3,698 | 45% | 5,911 | 10,731 | 4,820 | 82% | 22,687 | 2 | 6-8 | 54,000 | 0.26 | 0.42 | 0.16 | No |
| Antelope Valley | W Avenue J | Major Highway | E/W | 170th Street E | 200th Street E | 8,300 | 12,264 | 3,964 | 48% | 5,953 | 10,972 | 5,019 | 84% | 23,236 | 2 | 6-8 | 54,000 | 0.26 | 0.43 | 0.17 | No |
| Antelope Valley | Lancaster Road | Expressway | E/W | Pine Canyon Road | W Avenue I | | | 0 | N/A | | | 0 | N/A | 0 | 6 | 4-8 | 66,000 | 0.00 | 0.00 | 0.00 | No |
| Antelope Valley | Lancaster Road | Expressway | E/W | W Avenue I | 190th Street W | 6,879 | 8,065 | 1,186 | 17% | 9,667 | 9,044 | -623 | -6% | 17,109 | 6 | 4-8 | 66,000 | 0.25 | 0.26 | 0.01 | No |
| Antelope Valley | Lancaster Road | Expressway | E/W | 190th Street W | 170th Street W | 6,879 | 1,392 | -5,487 | -80% | 9,670 | 3,080 | -6,590 | -68% | 4,472 | 6 | 4-8 | 66,000 | 0.25 | 0.07 | -0.18 | No |
| Antelope Valley | Lancaster Road | Expressway | E/W | 170th Street W | 110th Street W | 11,826 | 19,582 | 7,756 | 66% | 14,211 | 21,331 | 7,120 | 50% | 40,913 | 6 | 4-8 | 66,000 | 0.39 | 0.62 | 0.23 | No |
| Antelope Valley | Lancaster Road | Expressway | E/W | 110th Street W | 90th Street W | 7,949 | 10,586 | 2,637 | 33% | 9,759 | 11,319 | 1,560 | 16% | 21,905 | 6 | 4-8 | 66,000 | 0.27 | 0.33 | 0.06 | No |
| Antelope Valley | Lancaster Road | Expressway | E/W | 90th Street W | 70th Street W | 7,688 | 8,925 | 1,237 | 16% | 8,183 | 9,241 | 1,058 | 13% | 18,166 | 6 | 4-8 | 66,000 | 0.24 | 0.28 | 0.03 | No |
| Antelope Valley | Lancaster Road | Expressway | E/W | 70th Street W | 60th Street W | 7,781 | 9,691 | 1,910 | 25% | 8,547 | 9,601 | 1,054 | 12% | 19,292 | 6 | 4-8 | 66,000 | 0.25 | 0.29 | 0.04 | No |
| Antelope Valley | 170th Street E | Secondary Highway | N/S | Avenue T | Avenue W | | | 0 | N/A | | | 0 | N/A | 0 | 2 | 4 | 36,000 | 0.00 | 0.00 | 0.00 | No |
| Antelope Valley | 170th Street E | Secondary Highway | N/S | Avenue W | 165th Street | | | 0 | N/A | | | 0 | N/A | 0 | 2 | 4 | 36,000 | 0.00 | 0.00 | 0.00 | No |
| Antelope Valley | Elizabeth Lake Road | Major Highway | E/W | Johnson Road | San Francisquito Canyon Road | 10,647 | 15,747 | 5,100 | 48% | 10,006 | 17,090 | 7,084 | 71% | 32,837 | 2 | 6-8 | 54,000 | 0.38 | 0.61 | 0.23 | No |
| Antelope Valley | Elizabeth Lake Road | Major Highway | E/W | San Francisquito Canyon R | Bouquet Canyon Road | 5,579 | 5,699 | 120 | 2% | 5,809 | 5,438 | -371 | -6% | 11,137 | 2 | 6-8 | 54,000 | 0.21 | 0.21 | 0.00 | No |
| Antelope Valley | Elizabeth Lake Road | Major Highway | E/W | Bouquet Canyon Road | Godde Hill Road | 12,122 | 16,436 | 4,314 | 36% | 12,795 | 16,224 | 3,429 | 27% | 32,660 | 2 | 6-8 | 54,000 | 0.46 | 0.60 | 0.14 | No |
| Antelope Valley | W Avenue P | Major Highway | E/W | 15th Street E | 20th Street E | 10,601 | 12,742 | 2,141 | 20% | 9,410 | 11,594 | 2,184 | 23% | 24,336 | 4 | 6-8 | 54,000 | 0.37 | 0.45 | 0.08 | No |
| Antelope Valley | W Avenue P | Major Highway | E/W | 20th Street E | 25th Street E | 7,801 | 10,110 | 2,309 | 30% | 6,991 | 9,310 | 2,319 | 33% | 19,420 | 4 | 6-8 | 54,000 | 0.27 | 0.36 | 0.09 | No |
| Antelope Valley | W Avenue P | Major Highway | E/W | 25th Street E | 30th Street E | 5,806 | 8,122 | 2,316 | 40% | 2,908 | 5,095 | 2,187 | 75% | 13,217 | 4 | 6-8 | 54,000 | 0.16 | 0.24 | 0.08 | No |
| Antelope Valley | W Avenue P | Major Highway | E/W | 30th Street E | 40th Street E | 4,421 | 5,583 | 1,162 | 26% | 4,145 | 5,793 | 1,648 | 40% | 11,376 | 2 | 6-8 | 54,000 | 0.16 | 0.21 | 0.05 | No |
| Antelope Valley | W Avenue P | Major Highway | E/W | 40th Street E | 47th Street E | 3,796 | 6,567 | 2,771 | 73% | 3,463 | 7,753 | 4,290 | 124% | 14,320 | 2 | 6-8 | 54,000 | 0.13 | 0.27 | 0.13 | No |
| Antelope Valley | W Avenue P | Major Highway | E/W | 47th Street E | 70th Street E | 4,339 | 11,810 | 7,471 | 172% | 4,381 | 11,065 | 6,684 | 153% | 22,875 | 2 | 6-8 | 54,000 | 0.16 | 0.42 | 0.26 | No |
| Antelope Valley | 200th Street E | Secondary Highway | N/S | E Avenue G | E Avenue J | 5,682 | 19,801 | 14,119 | 248% | 5,735 | 19,582 | 13,847 | 241% | 39,383 | 2 | 4 | 36,000 | 0.32 | 1.09 | 0.78 | Yes |
| Antelope Valley | E Palmdale Boulevard | Major Highway | E/W | 90th Street E | 95th Street E | 7,686 | 10,993 | 3,307 | 43% | 7,238 | 10,613 | 3,375 | 47% | 21,606 | 2 | 6-8 | 54,000 | 0.28 | 0.40 | 0.12 | No |
| Antelope Valley | E Palmdale Boulevard | Major Highway | E/W | 95th Street E | 100th Street E | 6,833 | 8,904 | 2,071 | 30% | 6,471 | 8,483 | 2,012 | 31% | 17,387 | 2 | 6-8 | 54,000 | 0.25 | 0.32 | 0.08 | No |
| Antelope Valley | E Palmdale Boulevard | Major Highway | E/W | 100th Street E | 105th Street E | 5,323 | 7,569 | 2,246 | 42% | 4,579 | 6,747 | 2,168 | 47% | 14,316 | 2 | 6-8 | 54,000 | 0.18 | 0.27 | 0.08 | No |
| Antelope Valley | E Palmdale Boulevard | Major Highway | E/W | 105th Street E | 110 Street E | 4,982 | 6,779 | 1,797 | 36% | 4,429 | 6,130 | 1,701 | 38% | 12,909 | 2 | 6-8 | 54,000 | 0.17 | 0.24 | 0.06 | No |
| Antelope Valley | W Avenue G | Expressway | E/W | SR-14 Antelope Valley Free | 15th Street W | 4,152 | 5,882 | 1,730 | 42% | 4,583 | 6,459 | 1,876 | 41% | 12,341 | 2 | 4-8 | 44,000 | 0.20 | 0.28 | 0.08 | No |
| Antelope Valley | W Avenue G | Expressway | E/W | 15th Street W | 10th Street W | 3,050 | 4,072 | 1,022 | 34% | 3,183 | 4,140 | 957 | 30% | 8,212 | 2 | 4-8 | 44,000 | 0.14 | 0.19 | 0.04 | No |
| Antelope Valley | W Avenue G | Expressway | E/W | 10th Street W | Sierra Highway | 3,771 | 4,961 | 1,190 | 32% | 3,814 | 5,069 | 1,255 | 33% | 10,030 | 2 | 4-8 | 44,000 | 0.17 | 0.23 | 0.06 | No |
| Antelope Valley | W Avenue G | Expressway | E/W | Sierra Highway | Division Street | 5,865 | 7,923 | 2,058 | 35% | 6,053 | 8,303 | 2,250 | 37% | 16,226 | 2 | 4-8 | 44,000 | 0.27 | 0.37 | 0.10 | No |
| Antelope Valley | E Avenue O | Major Highway | E/W | 145th Street E | 150th Street E | 4,765 | 9,142 | 4,377 | 92% | 4,229 | 9,009 | 4,780 | 113% | 18,151 | 2 | 6-8 | 54,000 | 0.17 | 0.34 | 0.17 | No |
| Antelope Valley | E Avenue O | Major Highway | E/W | 150th Street E | 170th Street E | 3,817 | 3,690 | -127 | -3% | 3,163 | 3,023 | -140 | -4% | 6,713 | 2 | 6-8 | 54,000 | 0.13 | 0.12 | 0.00 | No |
| Antelope Valley | E Avenue O | Major Highway | E/W | 170th Street E | 175th Street E | 3,635 | 3,573 | -62 | -2% | 3,160 | 2,971 | -189 | -6% | 6,544 | 2 | 6-8 | 54,000 | 0.13 | 0.12 | 0.00 | No |
| Antelope Valley | E Avenue O | Major Highway | E/W | 175th Street E | 180th Street E | 3,870 | 4,590 | 720 | 19% | 3,191 | 4,330 | 1,139 | 36% | 8,920 | 2 | 6-8 | 54,000 | 0.13 | 0.17 | 0.03 | No |
| Antelope Valley | E Avenue O | Secondary Highway | E/W | 180th Street E | 200th Street E | 8,198 | 11,137 | 2,939 | 36% | 6,557 | 10,213 | 3,656 | 56% | 21,350 | 2 | 4 | 36,000 | 0.41 | 0.59 | 0.18 | No |
| Antelope Valley | E Avenue O | Secondary Highway | E/W | 200th Street E | 210 Street E | 7,401 | 10,652 | 3,251 | 44% | 6,320 | 10,216 | 3,896 | 62% | 20,868 | 2 | 4 | 36,000 | 0.38 | 0.58 | 0.20 | No |
| Antelope Valley | E Avenue O | Secondary Highway | E/W | 210 Street E | 240th Street E | 6,893 | 5,108 | -1,785 | -26% | 5,558 | 4,091 | -1,467 | -26% | 9,199 | 2 | 4 | 36,000 | 0.35 | 0.26 | -0.09 | No |
| Antelope Valley | W Avenue L | Expressway | E/W | Rancho Vista Road | 45th Street W | 10,613 | 10,117 | -496 | -5% | 11,528 | 12,214 | 686 | 6% | 22,331 | 4 | 4-8 | 44,000 | 0.50 | 0.51 | 0.00 | No |
| Antelope Valley | W Avenue L | Expressway | E/W | 45th Street W | 40th Street W | 7,744 | 8,225 | 481 | 6% | 9,919 | 10,699 | 780 | 8% | 18,924 | 4 | 4-8 | 44,000 | 0.40 | 0.43 | 0.03 | No |
| Antelope Valley | Pearblossom Highway (SR-138) | Major Highway | E/W | 70th Street E | E Avenue T 8 | 20,233 | 27,693 | 7,460 | 37% | 18,132 | 26,453 | 8,321 | 46% | 54,146 | 4 | 6-8 | 54,000 | 0.71 | 1.00 | 0.29 | Yes |
| Antelope Valley | Pearblossom Highway (SR-138) | Major Highway | E/W | E Avenue T 8 | 82nd Street E | 20,221 | 27,054 | 6,833 | 34% | 18,120 | 25,835 | 7,715 | 43% | 52,889 | 4 | 6-8 | 54,000 | 0.71 | 0.98 | 0.27 | No |
| Antelope Valley | Pearblossom Highway (SR-138) | Major Highway | E/W | 82nd Street E | 87th Street E | 17,181 | 21,870 | 4,689 | 27% | 15,015 | 20,973 | 5,958 | 40% | 42,843 | 4 | 6-8 | 54,000 | 0.60 | 0.79 | 0.20 | No |
| Antelope Valley | Pearblossom Highway (SR-138) | Major Highway | E/W | 87th Street E | 96th Street E | 17,125 | 21,897 | 4,772 | 28% | 14,987 | 20,956 | 5,969 | 40% | 42,853 | 4 | 6-8 | 54,000 | 0.59 | 0.79 | 0.20 | No |
| Antelope Valley | Pearblossom Highway (SR-138) | Major Highway | E/W | 96th Street E | 106th Street E | 19,057 | 25,290 | 6,233 | 33% | 17,003 | 24,441 | 7,438 | 44% | 49,731 | 4 | 6-8 | 54,000 | 0.67 | 0.92 | 0.25 | No |
| Antelope Valley | Pearblossom Highway (SR-138) | Major Highway | E/W | 106th Street E | 116th Street E | 16,373 | 21,955 | 5,582 | 34% | 18,895 | 23,276 | 4,381 | 23% | 45,231 | 4 | 6-8 | 54,000 | 0.65 | 0.84 | 0.18 | No |
| Antelope Valley | Pearblossom Highway (SR-138) | Major Highway | E/W | 116th Street E | 126th Street E | 17,690 | 22,797 | 5,107 | 29% | 15,230 | 20,765 | 5,535 | 36% | 43,562 | 4 | 6-8 | 54,000 | 0.61 | 0.81 | 0.20 | No |
| Antelope Valley | Pearblossom Highway (SR-138) | Major Highway | E/W | 126th Street E | 131st Street E | 19,442 | 24,782 | 5,340 | 27% | 16,515 | 21,864 | 5,349 | 32% | 46,646 | 4 | 6-8 | 54,000 | 0.67 | 0.86 | 0.20 | No |
| Antelope Valley | Pearblossom Highway (SR-138) | Major Highway | E/W | 131 Street E | 170th Street E | 30,511 | 38,104 | 7,593 | 25% | 26,263 | 35,190 | 8,927 | 34% | 73,294 | 4 | 6-8 | 54,000 | 1.05 | 1.36 | 0.31 | Yes |
| Antelope Valley | Fort Tejon Road | Secondary Highway | E/W | 87th Street E | Mount Emma Road | 4,255 | 7,766 | 3,511 | 83% | 3,993 | 7,173 | 3,180 | 80% | 14,939 | 2 | 4 | 36,000 | 0.23 | 0.41 | 0.19 | No |
| Antelope Valley | Fort Tejon Road | Secondary Highway | E/W | Mount Emma Road | 96th Street | 5,157 | 9,458 | 4,301 | 83% | 5,178 | 9,155 | 3,977 | 77% | 18,613 | 2 | 4 | 36,000 | 0.29 | 0.52 | 0.23 | No |
| Antelope Valley | Fort Tejon Road | Secondary Highway | E/W | 96th Street | 106th Street | 5,647 | 10,251 | 4,604 | 82% | 5,521 | 9,826 | 4,305 | 78% | 20,077 | 2 | 4 | 36,000 | 0.31 | 0.56 | 0.25 | No |
| Antelope Valley | Fort Tejon Road | Secondary Highway | E/W | 106th Street | 131 Street E | 3,925 | 5,115 | 1,190 | 30% | 4,210 | 4,246 | 36 | 1% | 9,361 | 2 | 4 | 36,000 | 0.23 | 0.26 | 0.03 | No |
| Santa Clarita Valley | Pico Canyon Road | Major Highway | E/W | The Old Road | I-5 South Offramp | 19,561 | 23,164 | 3,603 | 18% | 24,096 | 27,710 | 3,614 | 15% | 50,874 | 4 | 6-8 | 54,000 | 0.81 | 0.94 | 0.13 | No |
| Santa Clarita Valley | Pico Canyon Road | Major Highway | E/W | Constitution Drive | The Old Road | 23,851 | 26,847 | 2,996 | 13% | 23,964 | 27,820 | 3,856 | 16% | 54,667 | 4 | 6-8 | 54,000 | 0.89 | 1.01 | 0.13 | Yes |
| Santa Clarita Valley | Pico Canyon Road | Major Highway | E/W | Stevenson Ranch Parkway | Constitution Drive | 23,851 | 26,847 | 2,996 | 13% | 23,964 | 27,820 | 3,856 | 16% | 54,667 | 4 | 6-8 | 54,000 | 0.89 | 1.01 | 0.13 | Yes |
| Santa Clarita Valley | Pico Canyon Road | Major Highway | E/W | Whispering Oaks Drive | Stevenson Rach Parkway | 21,575 | 26,457 | 4,882 | 23% | 21,357 | 26,551 | 5,194 | 24% | 53,008 | 4 | 6-8 | 54,000 | 0.80 | 0.98 | 0.19 | No |
| Santa Clarita Valley | Copper Hill Drive | Major Highway | E/W | Avenida Rancho Tesoro | E/O McBean Parkway | 8,911 | 12,987 | 4,076 | 46% | 11,118 | 13,283 | 2,165 | 19% | 26,270 | 4 | 6-8 | 54,000 | 0.37 | 0.49 | 0.12 | No |
| Santa Clarita Valley | Copper Hill Drive | Major Highway | E/W | Decoro Drive | Avenida Rancho Tesoro | 5,599 | 6,799 | 1,200 | 21% | 5,976 | 8,174 | 2,198 | 37% | 14,973 | 6 | 6-8 | 54,000 | 0.21 | 0.28 | 0.06 | No |

**County of Los Angeles General Plan Update**
**Future 2035 No Project vs. Future 2035 Plus Project**

# APPENDIX B

| Planning Area | Street Name | Classification | Direction | Street Limits | | Northbound/Westbound | | | | Southbound/Eastbound | | | | 2-Way Future 2035 Plus Project Model ADT | Lanes (2035 Model) | County General Plan Designated Buildout Lanes | LA County Maximum Capacity at LOS E | Future No Project Model V/C | Future 2035 Plus Project Model V/C | Difference in Model V/C | Exceeds Capacity Thresholds AND Δ ≥ 0.02 (Yes/No) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | From | To | 2035 No Project Model ADT | 2035 With Project Model ADT | Difference | Percent Growth | 2035 No Project Model ADT | 2035 With Project Model ADT | Difference | Percent Growth | | | | | | | | |
| Santa Clarita Valley | Henry Mayo Drive (SR-126) | Expressway | E/W | Commerce Center Drive | I-5 South Offramp | 43,215 | 50,486 | 7,271 | 17% | 37,127 | 45,089 | 7,962 | 21% | 95,575 | 6 | 4-8 | 66,000 | 1.22 | 1.45 | 0.23 | Yes |
| Santa Clarita Valley | Henry Mayo Drive (SR-126) | Expressway | E/W | Del Valle Road | Commerce Center Drive | 31,231 | 33,508 | 2,277 | 7% | 26,038 | 29,592 | 3,554 | 14% | 63,100 | 6 | 4-8 | 66,000 | 0.87 | 0.96 | 0.09 | No |
| Santa Clarita Valley | Henry Mayo Drive (SR-126) | Expressway | E/W | San Martinez Grande Cany | Del Valle Road | 36,636 | 40,689 | 4,053 | 11% | 33,189 | 38,374 | 5,185 | 16% | 79,063 | 4 | 4-8 | 44,000 | 1.59 | 1.80 | 0.21 | Yes |
| Santa Clarita Valley | Bouquet Canyon Road | Major Highway | N/S | Vasquez Canyon Road | Shadow Valley Lane | 6,639 | 9,169 | 2,530 | 38% | 6,349 | 8,935 | 2,586 | 41% | 18,104 | 2 | 6-8 | 54,000 | 0.24 | 0.34 | 0.09 | No |
| Santa Clarita Valley | Bouquet Canyon Road | Major Highway | N/S | Texas Canyon Road | Vasquez Canyon Road | 7,300 | 12,309 | 5,009 | 69% | 6,666 | 11,248 | 4,582 | 69% | 23,557 | 2 | 6-8 | 54,000 | 0.26 | 0.44 | 0.18 | No |
| Santa Clarita Valley | Sierra Highway | Major Highway | N/S | Sand Canyon Road | Ryan Lane | 10,126 | 16,771 | 6,645 | 66% | 9,835 | 16,535 | 6,700 | 68% | 33,306 | 4 | 6-8 | 54,000 | 0.37 | 0.62 | 0.25 | No |
| Santa Clarita Valley | Sierra Highway | Major Highway | N/S | Vasquez Canyon Road | Sand Canyon Road | 10,004 | 17,879 | 7,875 | 79% | 9,559 | 17,009 | 7,450 | 78% | 34,888 | 4 | 6-8 | 54,000 | 0.36 | 0.65 | 0.28 | No |
| Santa Clarita Valley | Sierra Highway | Major Highway | N/S | Davenport Road | Vasquez Canyon Road | 5,012 | 10,369 | 5,357 | 107% | 4,610 | 9,700 | 5,090 | 110% | 20,069 | 4 | 6-8 | 54,000 | 0.18 | 0.37 | 0.19 | No |
| Santa Clarita Valley | Sierra Highway | Major Highway | N/S | Agua Dulce Canyon Road | Davenport Road | 2,056 | 6,463 | 4,407 | 214% | 2,040 | 5,246 | 3,206 | 157% | 11,709 | 2 | 6-8 | 54,000 | 0.08 | 0.22 | 0.14 | No |
| Santa Clarita Valley | Vasquez Canyon Road | Major Highway | E/W | Bouquet Canyon Road | Sierra Highway | 4,026 | 7,001 | 2,975 | 74% | 3,685 | 6,326 | 2,641 | 72% | 13,327 | 2 | 6-8 | 54,000 | 0.14 | 0.25 | 0.10 | No |
| Santa Clarita Valley | Plum Canyon Road | Major Highway | E/W | Via Joyce Drive | Santa Catarina Road | 8,603 | 10,245 | 1,642 | 19% | 8,414 | 9,849 | 1,435 | 17% | 20,094 | 6 | 6-8 | 54,000 | 0.32 | 0.37 | 0.06 | No |
| Santa Clarita Valley | Plum Canyon Road | Major Highway | E/W | Santa Catarina Road | La Madrid Drive | 9,066 | 11,189 | 2,123 | 23% | 9,226 | 11,343 | 2,117 | 23% | 22,532 | 6 | 6-8 | 54,000 | 0.34 | 0.42 | 0.08 | No |
| Santa Clarita Valley | Plum Canyon Road | Major Highway | E/W | La Madrid Drive | Farrell Road | 9,918 | 11,840 | 1,922 | 19% | 9,799 | 11,842 | 2,043 | 21% | 23,682 | 6 | 6-8 | 54,000 | 0.37 | 0.44 | 0.07 | No |
| Santa Clarita Valley | Plum Canyon Road | Major Highway | E/W | Farrell Road | Ashboro Road | 7,870 | 9,175 | 1,305 | 17% | 7,786 | 9,205 | 1,419 | 18% | 18,380 | 6 | 6-8 | 54,000 | 0.29 | 0.34 | 0.05 | No |
| Santa Clarita Valley | Commerce Center Drive | Major Highway | N/S | The Old Road | Hasley Canyon Road | 21,697 | 24,375 | 2,678 | 12% | 19,089 | 23,961 | 4,872 | 26% | 48,336 | 4 | 6-8 | 54,000 | 0.76 | 0.90 | 0.14 | No |
| Santa Clarita Valley | Commerce Center Drive | Major Highway | N/S | Hasley Canyon Road | Live Oak Road | 4,733 | 8,789 | 4,056 | 86% | 4,637 | 8,768 | 4,131 | 89% | 17,557 | 4 | 6-8 | 54,000 | 0.17 | 0.33 | 0.15 | No |
| Santa Clarita Valley | Commerce Center Drive | Major Highway | N/S | Live Oak Road | Henry Mayo Drive | 6,715 | 13,334 | 6,619 | 99% | 6,822 | 13,478 | 6,656 | 98% | 26,812 | 4 | 6-8 | 54,000 | 0.25 | 0.50 | 0.25 | No |
| East San Gabriel Valley | Colima Road | Major Highway | E/W | Camino Del Sur | Hacienda Boulevard | 26,393 | 27,229 | 836 | 3% | 25,523 | 26,689 | 1,166 | 5% | 53,918 | 6 | 6-8 | 54,000 | 0.96 | 1.00 | 0.04 | No |
| East San Gabriel Valley | Colima Road | Major Highway | E/W | Hacienda Boulevard | Stimson Avenue | 14,314 | 14,720 | 406 | 3% | 15,569 | 16,099 | 530 | 3% | 30,819 | 6 | 6-8 | 54,000 | 0.55 | 0.57 | 0.02 | No |
| East San Gabriel Valley | Colima Road | Major Highway | E/W | Stimson Avenue | Haliburton Road | 17,088 | 17,769 | 681 | 4% | 18,378 | 19,180 | 802 | 4% | 36,949 | 6 | 6-8 | 54,000 | 0.66 | 0.68 | 0.03 | No |
| East San Gabriel Valley | Colima Road | Major Highway | E/W | Halliburton Road | Azusa Avenue | 18,480 | 19,116 | 636 | 3% | 20,375 | 21,139 | 764 | 4% | 40,255 | 6 | 6-8 | 54,000 | 0.72 | 0.75 | 0.03 | No |
| East San Gabriel Valley | Colima Road | Major Highway | E/W | Azusa Avenue | Albatross Road | 19,430 | 21,688 | 2,258 | 12% | 17,713 | 19,660 | 1,947 | 11% | 41,348 | 6 | 6-8 | 54,000 | 0.69 | 0.77 | 0.08 | No |
| East San Gabriel Valley | Colima Road | Major Highway | E/W | Albatross Road | Stoner Creek Road | 8,989 | 10,238 | 1,249 | 14% | 8,512 | 9,596 | 1,084 | 13% | 19,834 | 6 | 6-8 | 54,000 | 0.32 | 0.37 | 0.04 | No |
| East San Gabriel Valley | Colima Road | Major Highway | E/W | Stoner Creek Road | Larkvane Road | 14,453 | 16,229 | 1,776 | 12% | 15,344 | 16,618 | 1,274 | 8% | 32,847 | 6 | 6-8 | 54,000 | 0.55 | 0.61 | 0.06 | No |
| East San Gabriel Valley | Colima Road | Major Highway | E/W | S Larkvane Road | Fullerton Road | 14,453 | 16,229 | 1,776 | 12% | 15,344 | 16,618 | 1,274 | 8% | 32,847 | 6 | 6-8 | 54,000 | 0.55 | 0.61 | 0.06 | No |
| East San Gabriel Valley | Colima Road | Major Highway | E/W | Fullerton Road | Batson Avenue | 19,025 | 21,950 | 2,925 | 15% | 16,577 | 19,699 | 3,122 | 19% | 41,649 | 6 | 6-8 | 54,000 | 0.66 | 0.77 | 0.11 | No |
| East San Gabriel Valley | Colima Road | Major Highway | E/W | Batson Avenue | Nogales Street | 10,889 | 12,130 | 1,241 | 11% | 10,230 | 11,624 | 1,394 | 14% | 23,754 | 6 | 6-8 | 54,000 | 0.39 | 0.44 | 0.05 | No |
| East San Gabriel Valley | Colima Road | Major Highway | E/W | Nogales Street | Otterbein Avenue | 11,676 | 12,937 | 1,261 | 11% | 10,656 | 12,098 | 1,442 | 14% | 25,035 | 6 | 6-8 | 54,000 | 0.41 | 0.46 | 0.05 | No |
| East San Gabriel Valley | Colima Road | Major Highway | E/W | Otterbein Avenue | Fairway Drive | 8,021 | 9,148 | 1,127 | 14% | 6,795 | 8,091 | 1,296 | 19% | 17,239 | 6 | 6-8 | 54,000 | 0.27 | 0.32 | 0.04 | No |
| East San Gabriel Valley | Colima Road | Major Highway | E/W | Fairway Drive | Lake Canyon Drive | 5,579 | 6,204 | 625 | 11% | 4,037 | 4,642 | 605 | 15% | 10,846 | 4 | 6-8 | 54,000 | 0.18 | 0.20 | 0.02 | No |
| East San Gabriel Valley | Amar Road | Major Highway | E/W | Echelon Avenue | Valinda Avenue | 8,501 | 8,518 | 17 | 0% | 9,200 | 9,286 | 86 | 1% | 17,804 | 4 | 6-8 | 54,000 | 0.33 | 0.33 | 0.00 | No |
| East San Gabriel Valley | Amar Road | Major Highway | E/W | Valinda Avenue | Lark Ellen Avenue | 12,239 | 12,351 | 112 | 1% | 12,975 | 13,051 | 76 | 1% | 25,402 | 6 | 6-8 | 54,000 | 0.47 | 0.47 | 0.00 | No |
| East San Gabriel Valley | Amar Road | Major Highway | E/W | Lark Ellen Avenue | Azusa Avenue | 15,756 | 15,958 | 202 | 1% | 15,580 | 15,631 | 51 | 0% | 31,589 | 6 | 6-8 | 54,000 | 0.58 | 0.58 | 0.00 | No |
| East San Gabriel Valley | Nogales Street | Major Highway | N/S | Gale Street | SR-60 Freeway Westbound Offramp | 13,702 | 14,511 | 809 | 6% | 12,262 | 12,979 | 717 | 6% | 27,490 | 4 | 6-8 | 54,000 | 0.48 | 0.51 | 0.03 | No |
| East San Gabriel Valley | Nogales Street | Major Highway | N/S | SR-60 Freeway Eastbound | Daisetta Street | 16,466 | 18,441 | 1,975 | 12% | 17,823 | 19,724 | 1,901 | 11% | 38,165 | 6 | 6-8 | 54,000 | 0.63 | 0.71 | 0.07 | No |
| East San Gabriel Valley | Nogales Street | Major Highway | N/S | Daisetta Street | Colima Road | 19,821 | 21,891 | 2,070 | 10% | 17,823 | 19,724 | 1,901 | 11% | 41,615 | 4 | 6-8 | 54,000 | 0.70 | 0.77 | 0.07 | No |
| East San Gabriel Valley | Nogales Street | Major Highway | N/S | Colima Road | Pathfinder Road | 9,489 | 9,915 | 426 | 4% | 8,417 | 8,720 | 303 | 4% | 18,635 | 4 | 6-8 | 54,000 | 0.33 | 0.35 | 0.01 | No |
| East San Gabriel Valley | Hacienda Boulevard | Major Highway | N/S | Gale Avenue | SR-60 Freeway Westbound Offramp | 18,558 | 19,421 | 863 | 5% | 19,959 | 20,959 | 1,000 | 5% | 40,380 | 6 | 6-8 | 54,000 | 0.71 | 0.75 | 0.03 | No |
| East San Gabriel Valley | Hacienda Boulevard | Major Highway | N/S | SR-60 Freeway Westbound | SR-60 Freeway Eastbound Offramp | 26,846 | 28,062 | 1,216 | 5% | 24,940 | 26,747 | 1,807 | 7% | 54,809 | 6 | 6-8 | 54,000 | 0.96 | 1.01 | 0.06 | Yes |
| East San Gabriel Valley | Hacienda Boulevard | Major Highway | N/S | SR-60 Freeway Eastbound | Halliburton Road | 26,311 | 28,056 | 1,745 | 7% | 28,248 | 29,777 | 1,529 | 5% | 57,833 | 6 | 6-8 | 54,000 | 1.01 | 1.07 | 0.06 | Yes |
| East San Gabriel Valley | Hacienda Boulevard | Major Highway | N/S | Halliburton Road | Las Lomitas Drive | 22,868 | 24,994 | 2,126 | 9% | 24,998 | 27,121 | 2,123 | 8% | 52,115 | 6 | 6-8 | 54,000 | 0.89 | 0.97 | 0.08 | No |
| East San Gabriel Valley | Hacienda Boulevard | Major Highway | N/S | Las Lomitas Drive | Colima Road | 20,526 | 21,287 | 761 | 4% | 23,213 | 23,679 | 466 | 2% | 44,966 | 6 | 6-8 | 54,000 | 0.81 | 0.83 | 0.02 | No |
| East San Gabriel Valley | Hacienda Boulevard | Major Highway | N/S | Colima Road | Glenmark Drive | 7,485 | 7,970 | 485 | 6% | 6,887 | 7,093 | 206 | 3% | 15,063 | 4 | 6-8 | 54,000 | 0.27 | 0.28 | 0.01 | No |
| East San Gabriel Valley | Grand Avenue | Major Highway | N/S | Holt Avenue | Cameron Avenue | 14,832 | 14,920 | 88 | 1% | 12,592 | 12,624 | 32 | 0% | 27,544 | 4 | 6-8 | 54,000 | 0.51 | 0.51 | 0.00 | No |
| East San Gabriel Valley | Cypress Street | Secondary Highway | E/W | Ellen Drive | Vincent Avenue | 3,169 | 3,167 | -2 | 0% | 3,264 | 3,314 | 50 | 2% | 6,481 | 2 | 4 | 36,000 | 0.18 | 0.18 | 0.00 | No |
| East San Gabriel Valley | Cypress Street | Secondary Highway | E/W | Vincent Avenue | Lark Ellen Avenue | 2,760 | 2,840 | 80 | 3% | 2,733 | 2,810 | 77 | 3% | 5,650 | 2 | 4 | 36,000 | 0.15 | 0.16 | 0.00 | No |
| East San Gabriel Valley | Arrow Highway | Major Highway | E/W | Glendora Avenue | Bonnie Cove Avenue | 9,269 | 9,383 | 114 | 1% | 10,021 | 10,295 | 274 | 3% | 19,678 | 4 | 6-8 | 54,000 | 0.36 | 0.36 | 0.01 | No |
| East San Gabriel Valley | Arrow Highway | Major Highway | E/W | Bonnie Cove Avenue | Sunflower Avenue | 9,389 | 9,511 | 122 | 1% | 10,205 | 10,437 | 232 | 2% | 19,948 | 4 | 6-8 | 54,000 | 0.36 | 0.37 | 0.01 | No |
| East San Gabriel Valley | Arrow Highway | Major Highway | E/W | Sunflower Avenue | Valley Center Avenue | 8,519 | 8,629 | 110 | 1% | 10,022 | 10,427 | 405 | 4% | 19,056 | 4 | 6-8 | 54,000 | 0.34 | 0.35 | 0.01 | No |
| East San Gabriel Valley | Cienega Avenue | Secondary Highway | E/W | Glendora Avenue | Bonnie Cove Avenue | 300 | 334 | 34 | 11% | 512 | 750 | 238 | 46% | 1,084 | 4 | 4 | 36,000 | 0.02 | 0.03 | 0.01 | No |
| East San Gabriel Valley | Cienega Avenue | Secondary Highway | E/W | Bonnie Cove Avenue | Sunflower Avenue | 300 | 334 | 34 | 11% | 513 | 742 | 229 | 45% | 1,076 | 4 | 4 | 36,000 | 0.02 | 0.03 | 0.01 | No |
| East San Gabriel Valley | Cienega Avenue | Secondary Highway | E/W | Sunflower Avenue | Valley Center Avenue | 71 | 61 | -10 | -14% | 170 | 225 | 55 | 32% | 286 | 4 | 4 | 36,000 | 0.01 | 0.01 | 0.00 | No |
| Gateway | Alameda Street (SR-47) | Major Highway | N/S | Laurel Park Road | Del Amo Boulevard | 4,732 | 5,229 | 497 | 11% | 5,473 | 6,039 | 566 | 10% | 11,268 | 6 | 6-8 | 54,000 | 0.19 | 0.21 | 0.02 | No |
| Gateway | Alameda Street (SR-47) | Major Highway | N/S | Manville Street | Laurel Park Road | 4,104 | 4,713 | 609 | 15% | 3,969 | 4,399 | 430 | 11% | 9,112 | 6 | 6-8 | 54,000 | 0.15 | 0.17 | 0.02 | No |
| Gateway | Santa Fe Avenue | Major Highway | N/S | Las Hermanas Street | Victoria Street | 7,818 | 8,531 | 713 | 9% | 6,435 | 7,021 | 586 | 9% | 15,552 | 4 | 6-8 | 54,000 | 0.26 | 0.29 | 0.02 | No |
| Gateway | Santa Fe Avenue | Major Highway | N/S | Victoria Street | Santa Fe Avenue | 3,739 | 3,758 | 19 | 1% | 3,013 | 3,035 | 22 | 1% | 6,793 | 4 | 6-8 | 54,000 | 0.13 | 0.13 | 0.00 | No |
| Gateway | Norwalk Boulevard | Major Highway | N/S | Whittier Boulevard | Townley Drive | 5,686 | 6,099 | 413 | 7% | 6,834 | 7,365 | 531 | 8% | 13,464 | 4 | 6-8 | 54,000 | 0.23 | 0.25 | 0.02 | No |
| Gateway | Norwalk Boulevard | Major Highway | N/S | Townley Drive | Mines Boulevard | 10,215 | 11,076 | 861 | 8% | 9,336 | 10,482 | 1,146 | 12% | 21,558 | 4 | 6-8 | 54,000 | 0.36 | 0.40 | 0.04 | No |
| Gateway | Norwalk Boulevard | Major Highway | N/S | Mines Boulevard | Saragosa Street | 7,476 | 8,041 | 565 | 8% | 5,512 | 6,169 | 657 | 12% | 14,210 | 4 | 6-8 | 54,000 | 0.24 | 0.26 | 0.02 | No |
| Gateway | Norwalk Boulevard | Major Highway | N/S | Saragosa Street | Washington Boulevard | 5,641 | 5,702 | 61 | 1% | 1,693 | 1,772 | 79 | 5% | 7,474 | 4 | 6-8 | 54,000 | 0.14 | 0.14 | 0.00 | No |
| Gateway | Norwalk Boulevard | Major Highway | N/S | Broadway | Slauson Avenue | 10,255 | 10,600 | 345 | 3% | 9,037 | 9,331 | 294 | 3% | 19,931 | 2 | 6-8 | 54,000 | 0.36 | 0.37 | 0.01 | No |
| Gateway | Norwalk Boulevard | Major Highway | N/S | Slauson Avenue | Los Nietos Road | 7,689 | 7,833 | 144 | 2% | 8,237 | 8,501 | 264 | 3% | 16,334 | 2 | 6-8 | 54,000 | 0.29 | 0.30 | 0.01 | No |
| Gateway | Washington Boulevard | Major Highway | E/W | Broadway | Sorensen Avenue | 13,516 | 13,995 | 479 | 4% | 12,968 | 13,374 | 406 | 3% | 27,369 | 4 | 6-8 | 54,000 | 0.49 | 0.51 | 0.02 | No |
| Gateway | Washington Boulevard | Major Highway | E/W | Sorensen Avenue | Calobar Avenue | 8,028 | 8,177 | 149 | 2% | 7,919 | 8,092 | 173 | 2% | 16,269 | 4 | 6-8 | 54,000 | 0.30 | 0.30 | 0.01 | No |
| Gateway | Washington Boulevard | Major Highway | E/W | Calobar Avenue | Rivera Road | 8,627 | 8,990 | 363 | 4% | 8,536 | 8,830 | 294 | 3% | 17,820 | 4 | 6-8 | 54,000 | 0.32 | 0.33 | 0.01 | No |
| Gateway | Slauson Avenue | Major Highway | E/W | Sal Avenue | I-605 Southbound Offramp | 23,083 | 23,941 | 858 | 4% | 20,106 | 20,748 | 642 | 3% | 44,689 | 4 | 6-8 | 54,000 | 0.80 | 0.83 | 0.03 | No |
| Gateway | Slauson Avenue | Major Highway | E/W | I-605 Southbound | Poineer Boulevard | 21,835 | 22,670 | 835 | 4% | 22,881 | 23,668 | 787 | 3% | 46,338 | 4 | 6-8 | 54,000 | 0.83 | 0.86 | 0.03 | No |
| Gateway | Slauson Avenue | Major Highway | E/W | Poineer Boulevard | Norwalk Boulevard | 13,065 | 13,121 | 56 | 0% | 15,209 | 15,432 | 223 | 1% | 28,553 | 6 | 6-8 | 54,000 | 0.52 | 0.53 | 0.01 | No |
| Gateway | Mulberry Drive | Major Highway | E/W | Painter Avenue | Calmada Avenue | 13,953 | 14,950 | 997 | 7% | 14,719 | 15,719 | 1,000 | 7% | 30,669 | 6 | 6-8 | 54,000 | 0.53 | 0.57 | 0.04 | No |
| Gateway | Mulberry Drive | Major Highway | E/W | Calmada Avenue | Gunn Avenue | 13,365 | 14,543 | 1,178 | 9% | 14,112 | 15,301 | 1,189 | 8% | 29,844 | 6 | 6-8 | 54,000 | 0.51 | 0.55 | 0.04 | No |
| Gateway | Mulberry Drive | Major Highway | E/W | Gunn Avenue | Mills Avenue | 13,633 | 14,894 | 1,261 | 9% | 14,573 | 15,884 | 1,311 | 9% | 30,778 | 6 | 6-8 | 54,000 | 0.52 | 0.57 | 0.05 | No |
| Gateway | Mulberry Drive | Major Highway | E/W | Mills Avenue | Colima Road | 8,788 | 9,543 | 755 | 9% | 9,216 | 9,951 | 735 | 8% | 19,494 | 6 | 6-8 | 54,000 | 0.33 | 0.36 | 0.03 | No |
| Gateway | Mulberry Drive | Major Highway | E/W | Colima Road | Lamirada Boulevard | 7,980 | 8,522 | 542 | 7% | 8,011 | 8,584 | 573 | 7% | 17,106 | 4 | 6-8 | 54,000 | 0.30 | 0.32 | 0.02 | No |
| Gateway | Mulberry Drive | Major Highway | E/W | La Mirada Boulevard | Scott Avenue | 3,301 | 3,650 | 349 | 11% | 3,206 | 3,546 | 340 | 11% | 7,196 | 2 | 6-8 | 54,000 | 0.12 | 0.13 | 0.01 | No |
| Gateway | Colima Road | Secondary Highway | N/S | Telegraph Road | Broadway | 8,592 | 8,958 | 366 | 4% | 7,921 | 8,215 | 294 | 4% | 17,173 | 2 | 4 | 36,000 | 0.46 | 0.48 | 0.02 | No |
| Gateway | Colima Road | Secondary Highway | N/S | Broadway | Mulberry Drive | 9,982 | 10,545 | 563 | 6% | 9,456 | 9,975 | 519 | 5% | 20,520 | 2 | 4 | 36,000 | 0.54 | 0.57 | 0.03 | No |
| Gateway | Colima Road | Secondary Highway | N/S | Mulberry Drive | La Mirada Boulevard | 8,025 | 8,184 | 159 | 2% | 7,313 | 7,458 | 145 | 2% | 15,642 | 2 | 4 | 36,000 | 0.43 | 0.43 | 0.01 | No |
| Gateway | Colima Road | Secondary Highway | N/S | La Mirada Boulevard | Lambert Road | 17,816 | 18,462 | 646 | 4% | 17,083 | 17,582 | 499 | 3% | 36,044 | 4 | 4 | 36,000 | 0.97 | 1.00 | 0.03 | Yes |
| Gateway | Carmenita Road | Secondary Highway | N/S | Telegraph Road | Florence Avenue | 9,468 | 9,849 | 381 | 4% | 9,742 | 10,063 | 321 | 3% | 19,912 | 4 | 4 | 36,000 | 0.53 | 0.55 | 0.02 | No |
| Gateway | Carmenita Road | Secondary Highway | N/S | Florence Avenue | Lakeland Road | 10,547 | 11,396 | 849 | 8% | 10,952 | 11,938 | 986 | 9% | 23,334 | 4 | 4 | 36,000 | 0.60 | 0.65 | 0.05 | No |
| Gateway | Carmenita Road | Secondary Highway | N/S | Lakeland Road | Meyer Road | 9,450 | 9,959 | 509 | 5% | 9,979 | 10,344 | 365 | 4% | 20,303 | 4 | 4 | 36,000 | 0.54 | 0.56 | 0.02 | No |
| Gateway | Carmenita Road | Secondary Highway | N/S | Meyer Road | Leffingwell Road | 10,173 | 10,760 | 587 | 6% | 11,097 | 11,635 | 538 | 5% | 22,395 | 4 | 4 | 36,000 | 0.59 | 0.62 | 0.03 | No |
| Gateway | Carmenita Road | Secondary Highway | N/S | Leffingwell Road | Imperial Highway | 15,048 | 16,000 | 952 | 6% | 15,705 | 16,530 | 825 | 5% | 32,530 | 4 | 4 | 36,000 | 0.85 | 0.90 | 0.05 | No |
| Gateway | Telegraph Road | Major Highway | E/W | Carmenita Road | Gunn Avenue | 14,548 | 15,223 | 675 | 5% | 14,087 | 14,818 | 731 | 5% | 30,041 | 4 | 6-8 | 54,000 | 0.53 | 0.56 | 0.03 | No |
| Gateway | Telegraph Road | Major Highway | E/W | Gunn Avenue | Mills Avenue | 13,597 | 14,233 | 636 | 5% | 13,034 | 13,610 | 576 | 4% | 27,843 | 4 | 6-8 | 54,000 | 0.49 | 0.52 | 0.02 | No |

**County of Los Angeles General Plan Update**
**Future 2035 No Project vs. Future 2035 Plus Project**

# APPENDIX B

| Planning Area | Street Name | Classification | Direction | Street Limits | | Northbound/Westbound | | | | Southbound/Eastbound | | | | 2-Way Future 2035 Plus Project Model ADT | Lanes (2035 Model) | County General Plan Designated Buildout Lanes | LA County Maximum Capacity at LOS E | Future No Project Model V/C | Future 2035 Plus Project Model V/C | Difference in Model V/C | Exceeds Capacity Thresholds AND Δ ≥ 0.02 (Yes/No) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | From | To | 2035 No Project Model ADT | 2035 With Project Model ADT | Difference | Percent Growth | 2035 No Project Model ADT | 2035 With Project Model ADT | Difference | Percent Growth | | | | | | | | |
| Gateway | Telegraph Road | Major Highway | E/W | Mills Avenue | Valley View Avenue | 17,196 | 17,899 | 703 | 4% | 16,878 | 17,649 | 771 | 5% | 35,548 | 4 | 6-8 | 54,000 | 0.63 | 0.66 | 0.03 | No |
| Gateway | Telegraph Road | Major Highway | E/W | Valley View Avenue | Colima Road | 10,053 | 9,977 | -76 | -1% | 10,125 | 9,997 | -128 | -1% | 19,974 | 4 | 6-8 | 54,000 | 0.37 | 0.37 | 0.00 | No |
| Gateway | Telegraph Road | Major Highway | E/W | Colima Road | Leffingwell Road | 12,982 | 14,019 | 1,037 | 8% | 13,034 | 14,020 | 986 | 8% | 28,039 | 4 | 6-8 | 54,000 | 0.48 | 0.52 | 0.04 | No |
| Gateway | Telegraph Road | Major Highway | E/W | Leffingwell Road | Imperial Highway | 9,653 | 10,152 | 499 | 5% | 9,560 | 9,973 | 413 | 4% | 20,125 | 4 | 6-8 | 54,000 | 0.36 | 0.37 | 0.02 | No |
| Gateway | Imperial Highway | Major Highway | E/W | Shoemaker Avenue | Leffingwell Road | 20,328 | 20,856 | 528 | 3% | 20,290 | 20,870 | 580 | 3% | 41,726 | 4 | 6-8 | 54,000 | 0.75 | 0.77 | 0.02 | No |
| Gateway | Imperial Highway | Major Highway | E/W | Leffingwell Road | Carmenita Road | 10,894 | 10,750 | -144 | -1% | 11,004 | 10,846 | -158 | -1% | 21,596 | 4 | 6-8 | 54,000 | 0.41 | 0.40 | -0.01 | No |
| Gateway | Imperial Highway | Major Highway | E/W | Carmenita Road | Shopping Center Driveway | 12,931 | 13,047 | 116 | 1% | 13,267 | 13,375 | 108 | 1% | 26,422 | 4 | 6-8 | 54,000 | 0.49 | 0.49 | 0.00 | No |
| Gateway | Imperial Highway | Major Highway | E/W | Shopping Center Driveway | Meyer Road | 10,427 | 10,514 | 87 | 1% | 10,891 | 10,994 | 103 | 1% | 21,508 | 4 | 6-8 | 54,000 | 0.39 | 0.40 | 0.00 | No |
| Gateway | Imperial Highway | Major Highway | E/W | Meyer Road | Valley View Avenue | 14,732 | 15,137 | 405 | 3% | 15,464 | 15,794 | 330 | 2% | 30,931 | 4 | 6-8 | 54,000 | 0.56 | 0.57 | 0.01 | No |
| Gateway | Imperial Highway | Major Highway | E/W | Valley View Avenue | Biola Avenue | 12,245 | 12,491 | 246 | 2% | 12,705 | 12,858 | 153 | 1% | 25,349 | 4 | 6-8 | 54,000 | 0.46 | 0.47 | 0.01 | No |
| Gateway | Imperial Highway | Major Highway | E/W | Biola Avenue | Telegraph Road | 13,714 | 13,976 | 262 | 2% | 14,347 | 14,719 | 372 | 3% | 28,695 | 4 | 6-8 | 54,000 | 0.52 | 0.53 | 0.01 | No |
| Westside | La Cienega Boulevard | Major Highway | N/S | Stocker Street | Slauson Avenue | 34,357 | 34,793 | 436 | 1% | 33,052 | 33,258 | 206 | 1% | 68,051 | 6 | 6-8 | 54,000 | 1.25 | 1.26 | 0.01 | No |
| Westside | La Cienega Boulevard | Major Highway | N/S | Rodeo Place | Stocker Street | 26,310 | 26,865 | 555 | 2% | 25,354 | 25,635 | 281 | 1% | 52,500 | 6 | 6-8 | 54,000 | 0.96 | 0.97 | 0.02 | No |
| Westside | La Brea Avenue | Major Highway | N/S | Veronica Street | Overhill Drive | 26,127 | 27,149 | 1,022 | 4% | 24,791 | 25,561 | 770 | 3% | 52,710 | 6 | 6-8 | 54,000 | 0.94 | 0.98 | 0.03 | No |
| Westside | La Brea Avenue | Major Highway | N/S | Overhill Drive | Slauson Avenue | 29,012 | 29,154 | 142 | 0% | 27,009 | 27,143 | 134 | 0% | 56,297 | 4 | 6-8 | 54,000 | 1.04 | 1.04 | 0.01 | No |
| Westside | La Brea Avenue | Major Highway | N/S | Slauson Avenue | Centinela Avenue | 14,560 | 14,782 | 222 | 2% | 16,422 | 16,834 | 412 | 3% | 31,616 | 4 | 6-8 | 54,000 | 0.57 | 0.59 | 0.01 | No |
| Westside | Slauson Avenue | Major Highway | E/W | Corning Avenue | La Cienega Boulevard | 34,740 | 34,819 | 79 | 0% | 30,466 | 30,558 | 92 | 0% | 65,377 | 6 | 6-8 | 54,000 | 1.21 | 1.21 | 0.00 | No |
| Westside | Slauson Avenue | Major Highway | E/W | La Cienega Boulevard | Fairfax Boulevard | 32,578 | 32,891 | 313 | 1% | 34,689 | 34,880 | 191 | 1% | 67,771 | 6 | 6-8 | 54,000 | 1.25 | 1.26 | 0.01 | No |
| Westside | Slauson Avenue | Major Highway | E/W | Fairfax Boulevard | La Brea Avenue | 38,536 | 38,940 | 404 | 1% | 39,482 | 39,788 | 306 | 1% | 78,728 | 6 | 6-8 | 54,000 | 1.44 | 1.46 | 0.01 | No |
| Westside | Slauson Avenue | Major Highway | E/W | La Brea Avenue | Overhill Drive | 24,452 | 24,640 | 188 | 1% | 21,368 | 21,197 | -171 | -1% | 45,837 | 6 | 6-8 | 54,000 | 0.85 | 0.85 | 0.00 | No |
| Westside | Stocker Street | Major Highway | E/W | La Cienega Boulevard | Fairfax Boulevard | 14,899 | 15,806 | 907 | 6% | 15,244 | 15,966 | 722 | 5% | 31,772 | 4 | 6-8 | 54,000 | 0.56 | 0.59 | 0.03 | No |
| Westside | Stocker Street | Major Highway | E/W | Fairfax Boulevard | Overhill Drive/La Brea Avenue | 13,334 | 14,105 | 771 | 6% | 13,842 | 14,513 | 671 | 5% | 28,618 | 4 | 6-8 | 54,000 | 0.50 | 0.53 | 0.03 | No |
| San Fernando Valley | Foothill Boulevard | Major Highway | E/W | Pennsylvania Avenue | La Crescenta Avenue | 9,466 | 10,334 | 868 | 9% | 8,148 | 8,971 | 823 | 10% | 19,305 | 4 | 6-8 | 54,000 | 0.33 | 0.36 | 0.03 | No |
| San Fernando Valley | Foothill Boulevard | Major Highway | E/W | La Crescenta Avenue | Rosemont Avenue | 3,214 | 4,161 | 947 | 29% | 2,504 | 3,358 | 854 | 34% | 7,519 | 4 | 6-8 | 54,000 | 0.11 | 0.14 | 0.03 | No |
| San Fernando Valley | Foothill Boulevard | Major Highway | E/W | Rosemont Avenue | Briggs Avenue | 11,517 | 13,184 | 1,667 | 14% | 10,564 | 11,949 | 1,385 | 13% | 25,133 | 4 | 6-8 | 54,000 | 0.41 | 0.47 | 0.06 | No |
| San Fernando Valley | Rosemont Avenue | Secondary Highway | N/S | Rockdell Street | Orange Avenue | 5,348 | 6,106 | 758 | 14% | 5,358 | 6,029 | 671 | 13% | 12,135 | 2 | 4 | 36,000 | 0.30 | 0.34 | 0.04 | No |
| San Fernando Valley | Rosemont Avenue | Secondary Highway | N/S | Orange Avenue | Foothill Boulevard | 5,028 | 5,794 | 766 | 15% | 4,712 | 5,229 | 517 | 11% | 11,023 | 2 | 4 | 36,000 | 0.27 | 0.31 | 0.04 | No |
| San Fernando Valley | Rosemont Avenue | Secondary Highway | N/S | Foothill Boulevard | Foothill Freeway | 1,550 | 2,311 | 761 | 49% | 1,859 | 2,445 | 586 | 32% | 4,756 | 4 | 4 | 36,000 | 0.09 | 0.13 | 0.04 | No |
| West San Gabriel Valley | Rosemead Boulevard (SR -19) | Major Highway | N/S | Colorado Boulevard | Del Mar Boulevard | 19,556 | 20,420 | 864 | 4% | 19,444 | 20,030 | 586 | 3% | 40,450 | 4 | 6-8 | 54,000 | 0.72 | 0.75 | 0.03 | No |
| West San Gabriel Valley | Rosemead Boulevard (SR -19) | Major Highway | N/S | Del Mar Boulevard | San Pasqual Street | 17,382 | 17,651 | 269 | 2% | 17,668 | 17,767 | 99 | 1% | 35,418 | 4 | 6-8 | 54,000 | 0.65 | 0.66 | 0.01 | No |
| West San Gabriel Valley | Rosemead Boulevard (SR -19) | Major Highway | N/S | San Pasqual Street | California Boulevard | 19,571 | 20,400 | 829 | 4% | 19,961 | 20,720 | 759 | 4% | 41,120 | 4 | 6-8 | 54,000 | 0.73 | 0.76 | 0.03 | No |
| West San Gabriel Valley | Rosemead Boulevard (SR -19) | Major Highway | N/S | E California Boulevard | Huntington Drive | 20,752 | 22,107 | 1,355 | 7% | 18,906 | 19,529 | 623 | 3% | 41,636 | 4 | 6-8 | 54,000 | 0.73 | 0.77 | 0.04 | No |
| West San Gabriel Valley | Rosemead Boulevard (SR -19) | Major Highway | N/S | Huntington Drive | Huntington Drive | 14,817 | 16,086 | 1,269 | 9% | 18,809 | 19,023 | 214 | 1% | 35,109 | 4 | 6-8 | 54,000 | 0.62 | 0.65 | 0.03 | No |
| West San Gabriel Valley | Rosemead Boulevard (SR -19) | Major Highway | N/S | Huntington Drive | Duarte Road | 13,356 | 14,030 | 674 | 5% | 13,899 | 14,650 | 751 | 5% | 28,680 | 4 | 6-8 | 54,000 | 0.50 | 0.53 | 0.03 | No |
| West San Gabriel Valley | Rosemead Boulevard (SR -19) | Major Highway | N/S | Duarte Road | Ardendale Avenue | 15,517 | 16,027 | 510 | 3% | 15,487 | 16,056 | 569 | 4% | 32,083 | 4 | 6-8 | 54,000 | 0.57 | 0.59 | 0.02 | No |
| West San Gabriel Valley | Huntington Drive | Expressway | E/W | San Gabriel Boulevard | Madre Street | 27,395 | 27,553 | 158 | 1% | 26,484 | 26,378 | -106 | 0% | 53,931 | 8 | 4-8 | 88,000 | 0.61 | 0.61 | 0.00 | No |
| West San Gabriel Valley | Huntington Drive | Expressway | E/W | Madre Street | Madre Street | | | 0 | N/A | | | 0 | N/A | 0 | 8 | 4-8 | 88,000 | 0.00 | 0.00 | 0.00 | No |
| West San Gabriel Valley | Huntington Drive | Expressway | E/W | Madre Street | Rosemead Boulevard | 20,527 | 20,738 | 211 | 1% | 22,081 | 22,534 | 453 | 2% | 43,272 | 8 | 4-8 | 88,000 | 0.48 | 0.49 | 0.01 | No |
| West San Gabriel Valley | Huntington Drive | Expressway | E/W | Rosemead Boulevard | Michillinda Avenue | 26,365 | 26,253 | -112 | 0% | 25,811 | 25,081 | -730 | -3% | 51,334 | 8 | 4-8 | 88,000 | 0.59 | 0.58 | -0.01 | No |
| West San Gabriel Valley | San Gabriel Boulevard | Major Highway | N/S | E California Boulevard | Lombardy Road | 15,575 | 16,165 | 590 | 4% | 15,461 | 15,843 | 382 | 2% | 32,008 | 4 | 6-8 | 54,000 | 0.57 | 0.59 | 0.02 | No |
| West San Gabriel Valley | San Gabriel Boulevard | Major Highway | N/S | Lombardy Road | Huntington Drive | 15,575 | 16,165 | 590 | 4% | 15,461 | 15,843 | 382 | 2% | 32,008 | 4 | 6-8 | 54,000 | 0.57 | 0.59 | 0.02 | No |
| West San Gabriel Valley | San Gabriel Boulevard | Major Highway | N/S | Huntington Drive | Duarte Road | 17,570 | 18,130 | 560 | 3% | 19,209 | 20,003 | 794 | 4% | 38,133 | 4 | 6-8 | 54,000 | 0.68 | 0.71 | 0.03 | No |
| West San Gabriel Valley | San Gabriel Boulevard | Major Highway | N/S | Duarte Road | Longden Avenue | 16,803 | 17,455 | 652 | 4% | 17,552 | 18,388 | 836 | 5% | 35,843 | 4 | 6-8 | 54,000 | 0.64 | 0.66 | 0.03 | No |
| West San Gabriel Valley | San Gabriel Boulevard | Major Highway | N/S | Longden Avenue | Las Tunas Drive | 17,250 | 17,903 | 653 | 4% | 17,457 | 18,284 | 827 | 5% | 36,187 | 4 | 6-8 | 54,000 | 0.64 | 0.67 | 0.03 | No |
| West San Gabriel Valley | Duarte Boulevard | Major Highway | E/W | San Gabriel Boulevard | Muscatel Avenue | 2,141 | 2,208 | 67 | 3% | 2,966 | 3,033 | 67 | 2% | 5,241 | 2 | 6-8 | 54,000 | 0.09 | 0.10 | 0.00 | No |
| West San Gabriel Valley | Duarte Boulevard | Major Highway | E/W | Muscatel Avenue | Madre Street | 3,201 | 3,457 | 256 | 8% | 3,645 | 3,853 | 208 | 6% | 7,310 | 2 | 6-8 | 54,000 | 0.13 | 0.14 | 0.01 | No |
| West San Gabriel Valley | Duarte Boulevard | Major Highway | E/W | Madre Street | Rosemead Boulevard | 964 | 1,003 | 39 | 4% | 1,191 | 1,221 | 30 | 3% | 2,224 | 2 | 6-8 | 54,000 | 0.04 | 0.04 | 0.00 | No |
| West San Gabriel Valley | Duarte Boulevard | Major Highway | E/W | Rosemead Boulevard | Oaks Avenue | 3,211 | 3,257 | 46 | 1% | 3,790 | 3,853 | 63 | 2% | 7,110 | 4 | 6-8 | 54,000 | 0.13 | 0.13 | 0.00 | No |
| West San Gabriel Valley | New York Drive | Secondary Highway | E/W | Lake Avenue | Holliston Avenue | 5,071 | 5,495 | 424 | 8% | 5,309 | 5,707 | 398 | 7% | 11,202 | 2 | 4 | 36,000 | 0.29 | 0.31 | 0.02 | No |
| West San Gabriel Valley | New York Drive | Secondary Highway | E/W | Holliston Avenue | Hill Avenue | 6,078 | 6,726 | 648 | 11% | 6,241 | 6,917 | 676 | 11% | 13,643 | 2 | 4 | 36,000 | 0.34 | 0.38 | 0.04 | No |
| West San Gabriel Valley | New York Drive | Secondary Highway | E/W | Hill Avenue | Allen Avenue | 2,545 | 2,737 | 192 | 8% | 2,457 | 2,595 | 138 | 6% | 5,332 | 2 | 4 | 36,000 | 0.14 | 0.15 | 0.01 | No |
| West San Gabriel Valley | New York Drive | Secondary Highway | E/W | Allen Avenue | Altadena Drive | 5,564 | 6,131 | 567 | 10% | 5,384 | 5,816 | 432 | 8% | 11,947 | 2 | 4 | 36,000 | 0.30 | 0.33 | 0.03 | No |
| West San Gabriel Valley | Fair Oaks Avenue | Major Highway | N/S | Loma Alta Drive | Terrace Street | 4,031 | 4,188 | 157 | 4% | 4,039 | 4,253 | 214 | 5% | 8,441 | 2 | 6-8 | 54,000 | 0.15 | 0.16 | 0.01 | No |
| West San Gabriel Valley | Fair Oaks Avenue | Major Highway | N/S | Terrace Street | Ventura Street | 4,799 | 5,297 | 498 | 10% | 4,615 | 5,121 | 506 | 11% | 10,418 | 4 | 6-8 | 54,000 | 0.17 | 0.19 | 0.02 | No |
| West San Gabriel Valley | Fair Oaks Avenue | Major Highway | N/S | Ventura Street | Woodbury Road | 5,114 | 5,172 | 58 | 1% | 5,352 | 5,384 | 32 | 1% | 10,556 | 4 | 6-8 | 54,000 | 0.19 | 0.20 | 0.00 | No |
| West San Gabriel Valley | Lake Avenue | Secondary Highway | N/S | Loma Alta Drive | Altadena Drive | 507 | 567 | 60 | 12% | 576 | 632 | 56 | 10% | 1,199 | 4 | 4 | 36,000 | 0.03 | 0.03 | 0.00 | No |
| West San Gabriel Valley | Lake Avenue | Secondary Highway | N/S | Altadena Drive | Mendocino Lane | 5,743 | 6,398 | 655 | 11% | 5,798 | 6,286 | 488 | 8% | 12,684 | 4 | 4 | 36,000 | 0.32 | 0.35 | 0.03 | No |
| West San Gabriel Valley | Lake Avenue | Secondary Highway | N/S | Menocino Lane | Calaveras Street | 2,362 | 2,372 | 10 | 0% | 2,825 | 2,969 | 144 | 5% | 5,341 | 4 | 4 | 36,000 | 0.14 | 0.15 | 0.00 | No |
| West San Gabriel Valley | Lake Avenue | Secondary Highway | N/S | Calaveras Street | New York Drive | 2,362 | 2,372 | 10 | 0% | 2,825 | 2,969 | 144 | 5% | 5,341 | 4 | 4 | 36,000 | 0.14 | 0.15 | 0.00 | No |
| West San Gabriel Valley | Marengo Avenue | Secondary Highway | N/S | Loma Alta Drive | Altadena Drive | 110 | 207 | 97 | 88% | 73 | 104 | 31 | 42% | 311 | 2 | 4 | 36,000 | 0.01 | 0.01 | 0.00 | No |
| West San Gabriel Valley | Marengo Avenue | Secondary Highway | N/S | Altadena Drive | Woodbury Road | 554 | 682 | 128 | 23% | 280 | 340 | 60 | 21% | 1,022 | 2 | 4 | 36,000 | 0.02 | 0.03 | 0.01 | No |
| West San Gabriel Valley | Woodbury Road | Secondary Highway | E/W | Windsor Avenue | Lincoln Avenue | 7,972 | 9,053 | 1,081 | 14% | 8,253 | 9,177 | 924 | 11% | 18,230 | 4 | 4 | 36,000 | 0.45 | 0.51 | 0.06 | No |
| West San Gabriel Valley | Woodbury Road | Secondary Highway | E/W | Lincoln Avenue | Fair Oaks Road | 12,035 | 14,484 | 2,449 | 20% | 13,519 | 15,939 | 2,420 | 18% | 30,423 | 4 | 4 | 36,000 | 0.71 | 0.85 | 0.14 | No |
| West San Gabriel Valley | Woodbury Road | Secondary Highway | E/W | Fair Oaks Road | Marengo Avenue | 10,731 | 12,854 | 2,123 | 20% | 11,752 | 14,071 | 2,319 | 20% | 26,925 | 4 | 4 | 36,000 | 0.62 | 0.75 | 0.12 | No |
| West San Gabriel Valley | Woodbury Road | Secondary Highway | E/W | Marengo Avenue | Mariposa Street | 7,152 | 7,765 | 613 | 9% | 7,612 | 8,383 | 771 | 10% | 16,148 | 2 | 4 | 36,000 | 0.41 | 0.45 | 0.04 | No |
| West San Gabriel Valley | Woodbury Road | Secondary Highway | E/W | Mariposa Street | Los Robles Avenue | 6,948 | 7,474 | 526 | 8% | 7,030 | 7,520 | 490 | 7% | 14,994 | 2 | 4 | 36,000 | 0.39 | 0.42 | 0.03 | No |
| West San Gabriel Valley | Woodbury Road | Secondary Highway | E/W | Los Robles Avenue | El Molina Avenue | 4,204 | 4,721 | 517 | 12% | 4,254 | 4,702 | 448 | 11% | 9,423 | 2 | 4 | 36,000 | 0.23 | 0.26 | 0.03 | No |
| West San Gabriel Valley | Woodbury Road | Secondary Highway | E/W | El Molina Avenue | Lake Avenue | 6,759 | 7,436 | 677 | 10% | 6,609 | 7,245 | 636 | 10% | 14,681 | 2 | 4 | 36,000 | 0.37 | 0.41 | 0.04 | No |
| West San Gabriel Valley | Lincoln Avenue | Secondary Highway | N/S | Loma Alta Drive | Terrace Street | 5,666 | 6,078 | 412 | 7% | 5,101 | 5,533 | 432 | 8% | 11,611 | 4 | 4 | 36,000 | 0.30 | 0.32 | 0.02 | No |
| West San Gabriel Valley | Lincoln Avenue | Secondary Highway | N/S | Terrace Street | Ventura Street | 3,415 | 3,201 | -214 | -6% | 2,700 | 2,673 | -27 | -1% | 5,874 | 2 | 4 | 36,000 | 0.17 | 0.16 | -0.01 | No |
| West San Gabriel Valley | Lincoln Avenue | Secondary Highway | N/S | Ventura Street | Woodbury Road | 3,415 | 3,201 | -214 | -6% | 2,700 | 2,673 | -27 | -1% | 5,874 | 2 | 4 | 36,000 | 0.17 | 0.16 | -0.01 | No |
| West San Gabriel Valley | Allen Avenue | Secondary Highway | N/S | Altadena Drive | Mendocino Lane | 4,103 | 4,654 | 551 | 13% | 4,280 | 4,906 | 626 | 15% | 9,560 | 2 | 4 | 36,000 | 0.23 | 0.27 | 0.03 | No |
| West San Gabriel Valley | Allen Avenue | Secondary Highway | N/S | Mendocino Lane | New York Drive | 3,443 | 3,862 | 419 | 12% | 3,758 | 4,110 | 352 | 9% | 7,972 | 2 | 4 | 36,000 | 0.20 | 0.22 | 0.02 | No |
| West San Gabriel Valley | Allen Avenue | Secondary Highway | N/S | New York Drive | Washington Boulevard | 4,089 | 4,530 | 441 | 11% | 4,347 | 4,719 | 372 | 9% | 9,249 | 2 | 4 | 36,000 | 0.23 | 0.26 | 0.02 | No |
| West San Gabriel Valley | San Gabriel Boulevard | Major Highway | N/S | Pomona Freeway (SR-60) | Town Center Drive | 20,685 | 21,305 | 620 | 3% | 23,940 | 24,350 | 410 | 2% | 45,655 | 4 | 6-8 | 54,000 | 0.83 | 0.85 | 0.02 | No |
| West San Gabriel Valley | San Gabriel Boulevard | Major Highway | N/S | Town Center Drive | Plaza Drive | 14,552 | 14,904 | 352 | 2% | 16,403 | 16,875 | 472 | 3% | 31,779 | 4 | 6-8 | 54,000 | 0.57 | 0.59 | 0.02 | No |
| West San Gabriel Valley | San Gabriel Boulevard | Major Highway | N/S | Plaza Drive | E Lincoln Avenue | 17,158 | 17,606 | 448 | 3% | 19,493 | 19,994 | 501 | 3% | 37,600 | 4 | 6-8 | 54,000 | 0.68 | 0.70 | 0.02 | No |
| West San Gabriel Valley | San Gabriel Boulevard | Major Highway | N/S | E Lincoln Avenue | Rosemead Boulevard (SR-19) | 21,477 | 22,009 | 532 | 2% | 18,535 | 18,977 | 442 | 2% | 40,986 | 4 | 6-8 | 54,000 | 0.74 | 0.76 | 0.02 | No |
| West San Gabriel Valley | Durfee Avenue | Major Highway | E/W | Rosemead Boulevard (SR-1 | Santa Anita Avenue | 4,486 | 4,739 | 253 | 6% | 6,900 | 7,425 | 525 | 8% | 12,164 | 4 | 6-8 | 54,000 | 0.21 | 0.23 | 0.01 | No |
| West San Gabriel Valley | Durfee Avenue | Major Highway | E/W | Santa Anita Avenue | Peck Road | 4,315 | 4,503 | 188 | 4% | 6,078 | 6,496 | 418 | 7% | 10,999 | 4 | 6-8 | 54,000 | 0.19 | 0.20 | 0.01 | No |
| West San Gabriel Valley | Rosemead Boulevard (SR -19) | Major Highway | N/S | Rush Street | Town Center Drive | 28,095 | 28,728 | 633 | 2% | 26,088 | 26,933 | 845 | 3% | 55,661 | 6 | 6-8 | 54,000 | 1.00 | 1.03 | 0.03 | Yes |
| West San Gabriel Valley | Rosemead Boulevard (SR -19) | Major Highway | N/S | Town Center Drive | Durfee Avenue | 12,785 | 12,888 | 103 | 1% | 10,257 | 10,494 | 237 | 2% | 23,382 | 6 | 6-8 | 54,000 | 0.43 | 0.43 | 0.01 | No |
| West San Gabriel Valley | Rosemead Boulevard (SR -19) | Major Highway | N/S | Durfee Avenue | Legg Lake Bus Stop | 26,917 | 27,243 | 326 | 1% | 24,850 | 25,152 | 302 | 1% | 52,395 | 4 | 6-8 | 54,000 | 0.96 | 0.97 | 0.01 | No |
| West San Gabriel Valley | Rosemead Boulevard (SR -19) | Major Highway | N/S | Legg Lake Bus Stop | Gallatin Road | 26,917 | 27,243 | 326 | 1% | 24,850 | 25,152 | 302 | 1% | 52,395 | 4 | 6-8 | 54,000 | 0.96 | 0.97 | 0.01 | No |
| Metro | Western Avenue | Major Highway | N/S | 108th Street | Imperial Highway | 7,665 | 7,914 | 249 | 3% | 7,634 | 7,838 | 204 | 3% | 15,752 | 4 | 6-8 | 54,000 | 0.28 | 0.29 | 0.01 | No |

**County of Los Angeles General Plan Update**
**Future 2035 No Project vs. Future 2035 Plus Project**

# APPENDIX B

| Planning Area | Street Name | Classification | Direction | Street Limits | | Northbound/Westbound | | | | Southbound/Eastbound | | | | 2-Way Future 2035 Plus Project Model ADT | Lanes (2035 Model) | County General Plan Designated Buildout Lanes | LA County Maximum Capacity at LOS E | Future No Project Model V/C | Future 2035 Plus Project Model V/C | Difference in Model V/C | Exceeds Capacity Thresholds AND Δ ≥ 0.02 (Yes/No) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | From | To | 2035 No Project Model ADT | 2035 With Project Model ADT | Difference | Percent Growth | 2035 No Project Model ADT | 2035 With Project Model ADT | Difference | Percent Growth | | | | | | | | |
| Metro | Western Avenue | Major Highway | N/S | Imperial Highway | 120th Street | 11,762 | 12,448 | 686 | 6% | 12,622 | 13,359 | 737 | 6% | 25,807 | 4 | 6-8 | 54,000 | 0.45 | 0.48 | 0.03 | No |
| Metro | Western Avenue | Major Highway | N/S | 120th Street | El Segundo Boulevard | 11,699 | 12,101 | 402 | 3% | 11,584 | 11,984 | 400 | 3% | 24,085 | 4 | 6-8 | 54,000 | 0.43 | 0.45 | 0.01 | No |
| Metro | Normandie Avenue | Secondary Highway | N/S | Manchester Avenue | 92nd Street | 2,649 | 2,809 | 160 | 6% | 2,845 | 3,003 | 158 | 6% | 5,812 | 2 | 4 | 36,000 | 0.15 | 0.16 | 0.01 | No |
| Metro | Normandie Avenue | Secondary Highway | N/S | 92nd Street | 95th Street | 4,497 | 4,948 | 451 | 10% | 4,382 | 4,719 | 337 | 8% | 9,667 | 2 | 4 | 36,000 | 0.25 | 0.27 | 0.02 | No |
| Metro | Normandie Avenue | Secondary Highway | N/S | 95th Street | Century Boulevard | 3,654 | 3,737 | 83 | 2% | 3,608 | 3,648 | 40 | 1% | 7,385 | 2 | 4 | 36,000 | 0.20 | 0.21 | 0.00 | No |
| Metro | Normandie Avenue | Secondary Highway | N/S | Centruy Boulevard | 108th Street | 4,276 | 4,807 | 531 | 12% | 4,585 | 5,346 | 761 | 17% | 10,153 | 2 | 4 | 36,000 | 0.25 | 0.28 | 0.04 | No |
| Metro | Normandie Avenue | Secondary Highway | N/S | 108th Street | Imperial Highway | 3,330 | 3,730 | 400 | 12% | 3,484 | 3,955 | 471 | 14% | 7,685 | 2 | 4 | 36,000 | 0.19 | 0.21 | 0.02 | No |
| Metro | Normandie Avenue | Secondary Highway | N/S | Imperial Highway | 120th Street | 3,982 | 4,395 | 413 | 10% | 4,181 | 4,552 | 371 | 9% | 8,947 | 2 | 4 | 36,000 | 0.23 | 0.25 | 0.02 | No |
| Metro | Normandie Avenue | Secondary Highway | N/S | 120th Street | El Segundo Boulevard | 3,237 | 3,567 | 330 | 10% | 3,280 | 3,486 | 206 | 6% | 7,053 | 2 | 4 | 36,000 | 0.18 | 0.20 | 0.01 | No |
| Metro | Vermont Avenue | Major Highway | N/S | Manchester Avenue | 90th Street | 15,690 | 16,551 | 861 | 5% | 14,956 | 15,659 | 703 | 5% | 32,210 | 6 | 6-8 | 54,000 | 0.57 | 0.60 | 0.03 | No |
| Metro | Vermont Avenue | Major Highway | N/S | 90th Street | 92nd Street | 12,610 | 13,331 | 721 | 6% | 11,885 | 12,502 | 617 | 5% | 25,833 | 6 | 6-8 | 54,000 | 0.45 | 0.48 | 0.02 | No |
| Metro | Vermont Avenue | Major Highway | N/S | 92nd Street | Colden Avenue | 14,173 | 15,014 | 841 | 6% | 13,848 | 14,601 | 753 | 5% | 29,615 | 6 | 6-8 | 54,000 | 0.52 | 0.55 | 0.03 | No |
| Metro | Vermont Avenue | Major Highway | N/S | Colden Avenue | Century Boulevard | 12,601 | 13,224 | 623 | 5% | 12,459 | 13,026 | 567 | 5% | 26,250 | 6 | 6-8 | 54,000 | 0.46 | 0.49 | 0.02 | No |
| Metro | Vermont Avenue | Major Highway | N/S | Centruy Boulevard | 108th Street | 14,131 | 14,882 | 751 | 5% | 13,801 | 14,432 | 631 | 5% | 29,314 | 6 | 6-8 | 54,000 | 0.52 | 0.54 | 0.03 | No |
| Metro | Vermont Avenue | Major Highway | N/S | 108th Street | 111th Street | 12,634 | 13,556 | 922 | 7% | 12,304 | 13,149 | 845 | 7% | 26,705 | 6 | 6-8 | 54,000 | 0.46 | 0.49 | 0.03 | No |
| Metro | Vermont Avenue | Major Highway | N/S | 111th Street | Imperial Highway | 12,458 | 13,423 | 965 | 8% | 12,218 | 13,196 | 978 | 8% | 26,619 | 6 | 6-8 | 54,000 | 0.46 | 0.49 | 0.04 | No |
| Metro | Vermont Avenue | Major Highway | N/S | Imperial Highway | 120th Street | 15,206 | 16,437 | 1,231 | 8% | 17,844 | 18,955 | 1,111 | 6% | 35,392 | 6 | 6-8 | 54,000 | 0.61 | 0.66 | 0.04 | No |
| Metro | Vermont Avenue | Major Highway | N/S | 120th Street | El Segundo Boulevard | 14,781 | 15,675 | 894 | 6% | 15,996 | 16,892 | 896 | 6% | 32,567 | 6 | 6-8 | 54,000 | 0.57 | 0.60 | 0.03 | No |
| Metro | Broadway | Major Highway | N/S | 120th Street | 124th Street | 5,830 | 6,133 | 303 | 5% | 5,333 | 5,576 | 243 | 5% | 11,709 | 4 | 6-8 | 54,000 | 0.21 | 0.22 | 0.01 | No |
| Metro | Broadway | Major Highway | N/S | 124th Street | El Segundo Boulevard | 5,826 | 6,126 | 300 | 5% | 5,329 | 5,571 | 242 | 5% | 11,697 | 4 | 6-8 | 54,000 | 0.21 | 0.22 | 0.01 | No |
| Metro | Broadway | Major Highway | N/S | El Segundo Boulevard | 135th Street | 3,867 | 4,314 | 447 | 12% | 3,003 | 3,433 | 430 | 14% | 7,747 | 4 | 6-8 | 54,000 | 0.13 | 0.14 | 0.02 | No |
| Metro | Broadway | Major Highway | N/S | 135th Street | Rosecrans Avenue | 3,141 | 3,357 | 216 | 7% | 2,976 | 3,213 | 237 | 8% | 6,570 | 4 | 6-8 | 54,000 | 0.11 | 0.12 | 0.01 | No |
| Metro | Broadway | Major Highway | N/S | Rosecrans Avenue | Compton Boulevard | 3,216 | 3,295 | 79 | 2% | 2,670 | 2,845 | 175 | 7% | 6,140 | 4 | 6-8 | 54,000 | 0.11 | 0.11 | 0.00 | No |
| Metro | Broadway | Major Highway | N/S | Compton Boulevard | Redondo Beach Boulevard | 4,681 | 4,972 | 291 | 6% | 4,671 | 4,889 | 218 | 5% | 9,861 | 4 | 6-8 | 54,000 | 0.17 | 0.18 | 0.01 | No |
| Metro | Broadway | Major Highway | N/S | Redondo Beach Boulevard | Alondra Boulevard | 3,264 | 3,495 | 231 | 7% | 3,141 | 3,355 | 214 | 7% | 6,850 | 4 | 6-8 | 54,000 | 0.12 | 0.13 | 0.01 | No |
| Metro | El Segundo Boulevard | Major Highway | E/W | Figueroa Street | Broadway | 12,393 | 13,507 | 1,114 | 9% | 11,065 | 11,998 | 933 | 8% | 25,505 | 6 | 6-8 | 54,000 | 0.43 | 0.47 | 0.04 | No |
| Metro | El Segundo Boulevard | Major Highway | E/W | Broadway | Main Street | 11,796 | 12,841 | 1,045 | 9% | 10,835 | 11,658 | 823 | 8% | 24,499 | 6 | 6-8 | 54,000 | 0.42 | 0.45 | 0.03 | No |
| Metro | El Segundo Boulevard | Major Highway | E/W | Main Street | San Pedro Street | 11,032 | 11,973 | 941 | 9% | 10,449 | 11,122 | 673 | 6% | 23,095 | 6 | 6-8 | 54,000 | 0.40 | 0.43 | 0.03 | No |
| Metro | El Segundo Boulevard | Major Highway | E/W | San Pedro Street | Avalon Boulevard | 12,171 | 13,300 | 1,129 | 9% | 11,743 | 12,668 | 925 | 8% | 25,968 | 6 | 6-8 | 54,000 | 0.44 | 0.48 | 0.04 | No |
| Metro | El Segundo Boulevard | Major Highway | E/W | Avalon Boulevard | Central Avenue | 10,098 | 10,725 | 627 | 6% | 9,596 | 10,065 | 469 | 5% | 20,790 | 6 | 6-8 | 54,000 | 0.36 | 0.39 | 0.02 | No |
| Metro | El Segundo Boulevard | Major Highway | E/W | Wilmington Avenue | Metro Blue Line | 5,919 | 6,489 | 570 | 10% | 4,302 | 4,559 | 257 | 6% | 11,048 | 4 | 6-8 | 54,000 | 0.19 | 0.20 | 0.02 | No |
| Metro | El Segundo Boulevard | Major Highway | E/W | Metro Blue Line | Mona Boulevard | 4,578 | 4,725 | 147 | 3% | 3,443 | 3,561 | 118 | 3% | 8,286 | 4 | 6-8 | 54,000 | 0.15 | 0.15 | 0.00 | No |
| Metro | El Segundo Boulevard | Major Highway | E/W | Mona Boulevard | Alameda Street | 7,893 | 8,632 | 739 | 9% | 6,397 | 7,214 | 817 | 13% | 15,846 | 4 | 6-8 | 54,000 | 0.26 | 0.29 | 0.03 | No |
| Metro | Rosecrans Avanue | Major Highway | E/W | Figueroa Street | Broadway | 12,025 | 13,005 | 980 | 8% | 11,620 | 12,386 | 766 | 7% | 25,391 | 6 | 6-8 | 54,000 | 0.44 | 0.47 | 0.03 | No |
| Metro | Rosecrans Avanue | Major Highway | E/W | Broadway | Main Street | 11,414 | 12,328 | 914 | 8% | 11,390 | 12,015 | 625 | 5% | 24,343 | 6 | 6-8 | 54,000 | 0.42 | 0.45 | 0.03 | No |
| Metro | Rosecrans Avanue | Major Highway | E/W | Main Street | San Pedro Street | 13,545 | 14,318 | 773 | 6% | 13,272 | 13,928 | 656 | 5% | 28,246 | 6 | 6-8 | 54,000 | 0.50 | 0.52 | 0.03 | No |
| Metro | Rosecrans Avanue | Major Highway | E/W | San Pedro Street | Avalon Boulevard | 12,300 | 13,409 | 1,109 | 9% | 12,193 | 13,251 | 1,058 | 9% | 26,660 | 6 | 6-8 | 54,000 | 0.45 | 0.49 | 0.04 | No |
| Metro | Rosecrans Avanue | Major Highway | E/W | Avalon Boulevard | Stanford Avenue | 13,379 | 14,669 | 1,290 | 10% | 13,256 | 14,378 | 1,122 | 8% | 29,047 | 6 | 6-8 | 54,000 | 0.49 | 0.54 | 0.04 | No |
| Metro | Rosecrans Avanue | Major Highway | E/W | Stanford Avenue | Central Avenue | 12,174 | 13,103 | 929 | 8% | 12,462 | 13,336 | 874 | 7% | 26,439 | 6 | 6-8 | 54,000 | 0.46 | 0.49 | 0.03 | No |
| Metro | Compton Avenue | Secondary Highway | N/S | Slauson Avenue | Gage Avenue | 9,178 | 9,322 | 144 | 2% | 9,295 | 9,416 | 121 | 1% | 18,738 | 4 | 4 | 36,000 | 0.51 | 0.52 | 0.01 | No |
| Metro | Compton Avenue | Secondary Highway | N/S | Gage Avenue | 71st Street | 6,737 | 6,810 | 73 | 1% | 6,916 | 6,870 | -46 | -1% | 13,680 | 4 | 4 | 36,000 | 0.38 | 0.38 | 0.00 | No |
| Metro | Compton Avenue | Secondary Highway | N/S | Florence Avenue | Nadeau Street | 7,074 | 6,678 | -396 | -6% | 6,208 | 5,832 | -376 | -6% | 12,510 | 4 | 4 | 36,000 | 0.37 | 0.35 | -0.02 | No |
| Metro | Compton Avenue | Secondary Highway | N/S | Nadeau Street | Manchester Avenue | 4,678 | 4,572 | -106 | -2% | 4,107 | 4,134 | 27 | 1% | 8,706 | 4 | 4 | 36,000 | 0.24 | 0.24 | 0.00 | No |
| Metro | Compton Avenue | Secondary Highway | N/S | Manchester Avenue | 92nd Street | 3,951 | 4,243 | 292 | 7% | 3,222 | 3,587 | 365 | 11% | 7,830 | 4 | 4 | 36,000 | 0.20 | 0.22 | 0.02 | No |
| Metro | Compton Avenue | Secondary Highway | N/S | I-105 Freeway | 120th Street | 3,308 | 3,406 | 98 | 3% | 5,044 | 4,983 | -61 | -1% | 8,389 | 4 | 4 | 36,000 | 0.23 | 0.23 | 0.00 | No |
| Metro | Compton Avenue | Secondary Highway | N/S | 120th Street | El Segundo Boulevard | 1,879 | 2,227 | 348 | 19% | 1,931 | 1,957 | 26 | 1% | 4,184 | 4 | 4 | 36,000 | 0.11 | 0.12 | 0.01 | No |
| Metro | Manchester Avenue | Major Highway | E/W | Central Avenue | Hooper Avenue | 16,165 | 16,241 | 76 | 0% | 15,981 | 15,858 | -123 | -1% | 32,099 | 4 | 6-8 | 54,000 | 0.60 | 0.59 | 0.00 | No |
| Metro | Firestone Boulevard | Major Highway | E/W | Central Avenue | Compton Avenue | 8,935 | 9,431 | 496 | 6% | 8,918 | 9,312 | 394 | 4% | 18,743 | 4 | 6-8 | 54,000 | 0.33 | 0.35 | 0.02 | No |
| Metro | Firestone Boulevard | Major Highway | E/W | Compton Avenue | Maie Avenue | 13,778 | 13,649 | -129 | -1% | 14,125 | 13,910 | -215 | -2% | 27,559 | 4 | 6-8 | 54,000 | 0.52 | 0.51 | -0.01 | No |
| Metro | Firestone Boulevard | Major Highway | E/W | Maie Avenue | Metro Blue Line | 13,544 | 13,620 | 76 | 1% | 13,895 | 13,960 | 65 | 0% | 27,580 | 4 | 6-8 | 54,000 | 0.51 | 0.51 | 0.00 | No |
| Metro | Firestone Boulevard | Major Highway | E/W | Metro Blue Line | Holmes Avenue | 13,490 | 13,458 | -32 | 0% | 13,787 | 13,776 | -11 | 0% | 27,234 | 4 | 6-8 | 54,000 | 0.51 | 0.50 | 0.00 | No |
| Metro | Firestone Boulevard | Major Highway | E/W | Holmes Avenue | Walnut Drive | 15,329 | 15,432 | 103 | 1% | 15,373 | 15,522 | 149 | 1% | 30,954 | 4 | 6-8 | 54,000 | 0.57 | 0.57 | 0.00 | No |
| Metro | Firestone Boulevard | Major Highway | E/W | Walnut Drive | Ivy Street | 9,871 | 10,043 | 172 | 2% | 10,363 | 10,597 | 234 | 2% | 20,640 | 4 | 6-8 | 54,000 | 0.37 | 0.38 | 0.01 | No |
| Metro | Firestone Boulevard | Major Highway | E/W | Ivy Street | Alameda Street | 12,396 | 12,443 | 47 | 0% | 12,865 | 13,015 | 150 | 1% | 25,458 | 4 | 6-8 | 54,000 | 0.47 | 0.47 | 0.00 | No |
| Metro | Wilminton Avenue | Major Highway | N/S | I-105 Eastbound offramp | 120th Street | 14,170 | 15,285 | 1,115 | 8% | 14,331 | 15,568 | 1,237 | 9% | 30,853 | 6 | 6-8 | 54,000 | 0.53 | 0.57 | 0.04 | No |
| Metro | Wilminton Avenue | Major Highway | N/S | 120th Street | 124th Street | 8,805 | 9,448 | 643 | 7% | 7,944 | 9,061 | 1,117 | 14% | 18,509 | 4 | 6-8 | 54,000 | 0.31 | 0.34 | 0.03 | No |
| Metro | Wilminton Avenue | Major Highway | N/S | 124th Street | El Segundo Boulevard | 8,820 | 9,656 | 836 | 9% | 6,954 | 7,880 | 926 | 13% | 17,536 | 4 | 6-8 | 54,000 | 0.29 | 0.32 | 0.03 | No |
| Metro | Florence Avenue | Major Highway | E/W | Clovis Avenue | Central Avenue | 19,530 | 20,338 | 808 | 4% | 19,931 | 20,422 | 491 | 2% | 40,760 | 6 | 6-8 | 54,000 | 0.73 | 0.75 | 0.02 | No |
| Metro | Florence Avenue | Major Highway | E/W | Central Avenue | Compton Avenue | 12,662 | 13,061 | 399 | 3% | 12,681 | 13,111 | 430 | 3% | 26,172 | 6 | 6-8 | 54,000 | 0.47 | 0.48 | 0.02 | No |
| Metro | Florence Avenue | Major Highway | E/W | Compton Avenue | Maie Avenue | 12,990 | 13,522 | 532 | 4% | 14,731 | 15,129 | 398 | 3% | 28,651 | 4 | 6-8 | 54,000 | 0.51 | 0.53 | 0.02 | No |
| Metro | Florence Avenue | Major Highway | E/W | Maie Avenue | Holmes Avenue | 15,141 | 15,519 | 378 | 2% | 13,527 | 14,009 | 482 | 4% | 29,528 | 4 | 6-8 | 54,000 | 0.53 | 0.55 | 0.02 | No |
| Metro | Florence Avenue | Major Highway | E/W | Holmes Avenue | Walnut Drive | 14,408 | 14,896 | 488 | 3% | 13,228 | 13,809 | 581 | 4% | 28,705 | 4 | 6-8 | 54,000 | 0.51 | 0.53 | 0.02 | No |
| Metro | Florence Avenue | Major Highway | E/W | Walnut Drive | Wilmington Avenue | 18,662 | 19,059 | 397 | 2% | 18,154 | 18,701 | 547 | 3% | 37,760 | 4 | 6-8 | 54,000 | 0.68 | 0.70 | 0.02 | No |
| Metro | Florence Avenue | Major Highway | E/W | Wilmington Avenue | Alameda Street | 15,803 | 15,474 | -329 | -2% | 15,522 | 15,276 | -246 | -2% | 30,750 | 4 | 6-8 | 54,000 | 0.58 | 0.57 | -0.01 | No |
| Metro | Florence Avenue | Major Highway | E/W | Alameda Street | Santa Fe Avenue | 17,382 | 18,225 | 843 | 5% | 16,793 | 17,774 | 981 | 6% | 35,999 | 4 | 6-8 | 54,000 | 0.63 | 0.67 | 0.03 | No |
| Metro | Florence Avenue | Major Highway | E/W | Santa Fe Avenue | Pacific Boulevard | 17,782 | 17,974 | 192 | 1% | 17,614 | 17,804 | 190 | 1% | 35,778 | 4 | 6-8 | 54,000 | 0.66 | 0.66 | 0.01 | No |
| Metro | Florence Avenue | Major Highway | E/W | Pacific Boulevard | Seville Avenue | 15,467 | 15,754 | 287 | 2% | 15,211 | 15,446 | 235 | 2% | 31,200 | 4 | 6-8 | 54,000 | 0.57 | 0.58 | 0.01 | No |
| Metro | Florence Avenue | Major Highway | E/W | Seville Avenue | Stafford Avenue | 14,094 | 14,366 | 272 | 2% | 13,752 | 14,018 | 266 | 2% | 28,384 | 4 | 6-8 | 54,000 | 0.52 | 0.53 | 0.01 | No |
| Metro | Florence Avenue | Major Highway | E/W | Stafford Avenue | Soto Street | 15,932 | 16,065 | 133 | 1% | 15,570 | 15,706 | 136 | 1% | 31,771 | 4 | 6-8 | 54,000 | 0.58 | 0.59 | 0.00 | No |
| Metro | Florence Avenue | Major Highway | E/W | Soto Street | Mountian View Avenue | 20,364 | 20,396 | 32 | 0% | 20,399 | 20,377 | -22 | 0% | 40,773 | 4 | 6-8 | 54,000 | 0.75 | 0.76 | 0.00 | No |
| Metro | Redondo Beach Boulevard | Major Highway | E/W | Figueroa Street | Broadway | 10,446 | 11,017 | 571 | 5% | 10,125 | 10,719 | 594 | 6% | 21,736 | 4 | 6-8 | 54,000 | 0.38 | 0.40 | 0.02 | No |
| Metro | Redondo Beach Boulevard | Major Highway | E/W | Broadway | Main Street | 8,912 | 9,482 | 570 | 6% | 8,705 | 9,241 | 536 | 6% | 18,723 | 4 | 6-8 | 54,000 | 0.33 | 0.35 | 0.02 | No |
| Metro | Redondo Beach Boulevard | Major Highway | E/W | Main Street | San Pedro Street | 3,702 | 4,046 | 344 | 9% | 3,527 | 3,835 | 308 | 9% | 7,881 | 4 | 6-8 | 54,000 | 0.13 | 0.15 | 0.01 | No |
| Metro | Redondo Beach Boulevard | Major Highway | E/W | San Pedro Street | Avalon Boulevard | 3,567 | 3,929 | 362 | 10% | 3,318 | 3,647 | 329 | 10% | 7,576 | 4 | 6-8 | 54,000 | 0.13 | 0.14 | 0.01 | No |
| Metro | Redondo Beach Boulevard | Major Highway | E/W | Avalon Boulevard | Compton Boulevard | 3,732 | 3,898 | 166 | 4% | 3,478 | 3,617 | 139 | 4% | 7,515 | 4 | 6-8 | 54,000 | 0.13 | 0.14 | 0.01 | No |
| Metro | Compton Boulevard | Secondary Highway | E/W | Figueroa Street | Broadway | 3,152 | 3,603 | 451 | 14% | 3,267 | 3,565 | 298 | 9% | 7,168 | 4 | 4 | 36,000 | 0.18 | 0.20 | 0.02 | No |
| Metro | Compton Boulevard | Secondary Highway | E/W | Broadway | Main Street | 7,550 | 8,080 | 530 | 7% | 7,129 | 7,675 | 546 | 8% | 15,755 | 4 | 4 | 36,000 | 0.41 | 0.44 | 0.03 | No |
| Metro | Compton Boulevard | Secondary Highway | E/W | Main Street | San Pedro Street | 98 | 177 | 79 | 81% | 68 | 176 | 108 | 159% | 353 | 4 | 4 | 36,000 | 0.00 | 0.01 | 0.01 | No |
| Metro | Compton Boulevard | Secondary Highway | E/W | San Pedro Street | Avalon Boulevard | 3,746 | 4,122 | 376 | 10% | 3,773 | 4,126 | 353 | 9% | 8,248 | 4 | 4 | 36,000 | 0.21 | 0.23 | 0.02 | No |
| Metro | Compton Boulevard | Secondary Highway | E/W | Avalon Boulevard | Stanford Avenue | 2,364 | 2,487 | 123 | 5% | 2,429 | 2,525 | 96 | 4% | 5,012 | 4 | 4 | 36,000 | 0.13 | 0.14 | 0.01 | No |
| Metro | 135th Street | Secondary Highway | E/W | Figueroa Street | Broadway | 2,456 | 2,895 | 439 | 18% | 3,651 | 4,127 | 476 | 13% | 7,022 | 4 | 4 | 36,000 | 0.17 | 0.20 | 0.03 | No |
| Metro | 135th Street | Secondary Highway | E/W | Broadway | Main Street | 2,977 | 3,560 | 583 | 20% | 3,473 | 4,055 | 582 | 17% | 7,615 | 4 | 4 | 36,000 | 0.18 | 0.21 | 0.03 | No |
| Metro | 135th Street | Secondary Highway | E/W | Main Street | San Pedro Street | 1,752 | 2,140 | 388 | 22% | 1,954 | 2,283 | 329 | 17% | 4,423 | 4 | 4 | 36,000 | 0.10 | 0.12 | 0.02 | No |
| Metro | 135th Street | Secondary Highway | E/W | San Pedro Street | Avalon Boulevard | 765 | 1,001 | 236 | 31% | 892 | 1,181 | 289 | 32% | 2,182 | 4 | 4 | 36,000 | 0.05 | 0.06 | 0.01 | No |
| Metro | Main Street | Major Highway | N/S | 120th Street | 124th Street | 5,267 | 5,799 | 532 | 10% | 5,537 | 5,982 | 445 | 8% | 11,781 | 4 | 6-8 | 54,000 | 0.20 | 0.22 | 0.02 | No |

**County of Los Angeles General Plan Update**
**Future 2035 No Project vs. Future 2035 Plus Project**

# APPENDIX B

| Planning Area | Street Name | Classification | Direction | Street Limits | | Northbound/Westbound | | | | Southbound/Eastbound | | | | 2-Way Future 2035 Plus Project Model ADT | Lanes (2035 Model) | County General Plan Designated Buildout Lanes | LA County Maximum Capacity at LOS E | Future No Project Model V/C | Future 2035 Plus Project Model V/C | Difference in Model V/C | Exceeds Capacity Thresholds AND Δ ≥ 0.02 (Yes/No) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | From | To | 2035 No Project Model ADT | 2035 With Project Model ADT | Difference | Percent Growth | 2035 No Project Model ADT | 2035 With Project Model ADT | Difference | Percent Growth | | | | | | | | |
| Metro | Main Street | Major Highway | N/S | 124th Street | El Segundo Boulevard | 3,556 | 3,990 | 434 | 12% | 3,539 | 3,879 | 340 | 10% | 7,869 | 4 | 6-8 | 54,000 | 0.13 | 0.15 | 0.01 | No |
| Metro | Main Street | Major Highway | N/S | El Segundo Boulevard | 135th Street | 4,765 | 5,119 | 354 | 7% | 4,508 | 4,807 | 299 | 7% | 9,926 | 4 | 6-8 | 54,000 | 0.17 | 0.18 | 0.01 | No |
| Metro | Main Street | Major Highway | N/S | 135th Street | Rosecrans Avenue | 2,457 | 2,546 | 89 | 4% | 2,581 | 2,744 | 163 | 6% | 5,290 | 4 | 6-8 | 54,000 | 0.09 | 0.10 | 0.00 | No |
| Metro | Main Street | Major Highway | N/S | Rosecrans Avenue | Compton Boulevard | 6,752 | 7,273 | 521 | 8% | 7,096 | 7,530 | 434 | 6% | 14,803 | 4 | 6-8 | 54,000 | 0.26 | 0.27 | 0.02 | No |
| Metro | Main Street | Major Highway | N/S | Compton Boulevard | Redondo Beach Boulevard | 2,052 | 2,171 | 119 | 6% | 2,348 | 2,412 | 64 | 3% | 4,583 | 4 | 6-8 | 54,000 | 0.08 | 0.08 | 0.00 | No |
| Metro | Main Street | Major Highway | N/S | Redondo Beach Boulevard | Alondra Boulevard | 2,714 | 2,879 | 165 | 6% | 2,616 | 2,731 | 115 | 4% | 5,610 | 4 | 6-8 | 54,000 | 0.10 | 0.10 | 0.01 | No |
| Metro | San Perdro Street | Secondary Highway | N/S | 120th Street | 124th Street | 1,440 | 1,758 | 318 | 22% | 1,255 | 1,538 | 283 | 23% | 3,296 | 4 | 4 | 36,000 | 0.07 | 0.09 | 0.02 | No |
| Metro | San Perdro Street | Secondary Highway | N/S | 124th Street | El Segundo Boulevard | 860 | 1,115 | 255 | 30% | 724 | 946 | 222 | 31% | 2,061 | 4 | 4 | 36,000 | 0.04 | 0.06 | 0.01 | No |
| Metro | San Perdro Street | Secondary Highway | N/S | El Segundo Boulevard | 135th Street | 3,296 | 3,720 | 424 | 13% | 3,062 | 3,394 | 332 | 11% | 7,114 | 4 | 4 | 36,000 | 0.18 | 0.20 | 0.02 | No |
| Metro | San Perdro Street | Secondary Highway | N/S | 135th Street | Rosecrans Avenue | 2,682 | 2,974 | 292 | 11% | 2,641 | 2,773 | 132 | 5% | 5,747 | 4 | 4 | 36,000 | 0.15 | 0.16 | 0.01 | No |
| Metro | San Perdro Street | Secondary Highway | N/S | Rosecrans Avenue | Compton Boulevard | 5,889 | 6,300 | 411 | 7% | 5,800 | 5,959 | 159 | 3% | 12,259 | 4 | 4 | 36,000 | 0.32 | 0.34 | 0.02 | No |
| Metro | San Perdro Street | Secondary Highway | N/S | Compton Boulevard | Redondo Beach Boulevard | 4,714 | 5,058 | 344 | 7% | 4,753 | 4,904 | 151 | 3% | 9,962 | 4 | 4 | 36,000 | 0.26 | 0.28 | 0.01 | No |
| Metro | San Perdro Street | Secondary Highway | N/S | Redondo Beach Boulevard | Alavon Boulevard | 6,526 | 6,969 | 443 | 7% | 7,280 | 7,543 | 263 | 4% | 14,512 | 4 | 4 | 36,000 | 0.38 | 0.40 | 0.02 | No |
| Metro | Avalon Boulevard | Major Highway | N/S | 120th Street | 124th Street | 4,131 | 4,495 | 364 | 9% | 4,049 | 4,358 | 309 | 8% | 8,853 | 4 | 6-8 | 54,000 | 0.15 | 0.16 | 0.01 | No |
| Metro | Avalon Boulevard | Major Highway | N/S | 124th Street | El Segundo Boulevard | 4,128 | 4,492 | 364 | 9% | 4,049 | 4,358 | 309 | 8% | 8,850 | 4 | 6-8 | 54,000 | 0.15 | 0.16 | 0.01 | No |
| Metro | Avalon Boulevard | Major Highway | N/S | El Segundo Boulevard | 135th Street | 3,154 | 3,439 | 285 | 9% | 3,161 | 3,340 | 179 | 6% | 6,779 | 4 | 6-8 | 54,000 | 0.12 | 0.13 | 0.01 | No |
| Metro | Avalon Boulevard | Major Highway | N/S | 135th Street | Rosecrans Avenue | 3,905 | 4,373 | 468 | 12% | 3,906 | 4,292 | 386 | 10% | 8,665 | 4 | 6-8 | 54,000 | 0.14 | 0.16 | 0.02 | No |
| Metro | Avalon Boulevard | Major Highway | N/S | Rosecrans Avenue | Compton Boulevard | 4,183 | 4,401 | 218 | 5% | 4,200 | 4,454 | 254 | 6% | 8,855 | 4 | 6-8 | 54,000 | 0.16 | 0.16 | 0.01 | No |
| Metro | Avalon Boulevard | Major Highway | N/S | Compton Boulevard | Redondo Beach Boulevard | 3,926 | 4,542 | 616 | 16% | 3,972 | 4,650 | 678 | 17% | 9,192 | 4 | 6-8 | 54,000 | 0.15 | 0.17 | 0.02 | No |
| Metro | Avalon Boulevard | Major Highway | N/S | Redondo Beach Boulevard | San Pedro Street | 4,086 | 4,512 | 426 | 10% | 4,136 | 4,619 | 483 | 12% | 9,131 | 4 | 6-8 | 54,000 | 0.15 | 0.17 | 0.02 | No |
| Metro | Avalon Boulevard | Major Highway | N/S | San Pedro Street | Alondra Boulevard | 10,612 | 11,481 | 869 | 8% | 11,417 | 12,162 | 745 | 7% | 23,643 | 6 | 6-8 | 54,000 | 0.41 | 0.44 | 0.03 | No |
| Metro | 120th Street | Secondary Highway | E/W | Van Ness Avenue | Western Avenue | 10,930 | 11,610 | 680 | 6% | 9,602 | 10,340 | 738 | 8% | 21,950 | 4 | 4 | 36,000 | 0.57 | 0.61 | 0.04 | No |
| Metro | 120st Street | Secondary Highway | E/W | Western Avenue | Normandie Avenue | 6,981 | 7,483 | 502 | 7% | 6,632 | 7,185 | 553 | 8% | 14,668 | 4 | 4 | 36,000 | 0.38 | 0.41 | 0.03 | No |
| Metro | 120nd Street | Secondary Highway | E/W | Normandie Avenue | Vermont Avenue | 5,763 | 6,092 | 329 | 6% | 5,307 | 5,625 | 318 | 6% | 11,717 | 4 | 4 | 36,000 | 0.31 | 0.33 | 0.02 | No |
| Metro | 120rd Street | Secondary Highway | E/W | Central Avenue | Success Avenue | 3,693 | 3,760 | 67 | 2% | 3,529 | 3,602 | 73 | 2% | 7,362 | 4 | 4 | 36,000 | 0.20 | 0.20 | 0.00 | No |
| Metro | 120th Street | Secondary Highway | E/W | Success Avenue | Compton Avenue | 1,134 | 1,348 | 214 | 19% | 1,188 | 1,320 | 132 | 11% | 2,668 | 4 | 4 | 36,000 | 0.06 | 0.07 | 0.01 | No |
| Metro | 120th Street | Secondary Highway | E/W | Compton Avenue | Wilmington Avenue | 1,853 | 2,071 | 218 | 12% | 1,881 | 2,013 | 132 | 7% | 4,084 | 4 | 4 | 36,000 | 0.10 | 0.11 | 0.01 | No |
| Metro | 120th Street | Secondary Highway | E/W | Wilmington Avenue | Metro Blue Line | 6,072 | 7,738 | 1,666 | 27% | 9,046 | 10,480 | 1,434 | 16% | 18,218 | 2 | 4 | 36,000 | 0.42 | 0.51 | 0.09 | No |
| Metro | 120th Street | Secondary Highway | E/W | Metro Blue Line | Mona Boulevard | 125 | 119 | -6 | -5% | 124 | 124 | 0 | 0% | 243 | 2 | 4 | 36,000 | 0.01 | 0.01 | 0.00 | No |
| Metro | Imperial Highway | Major Highway | E/W | Van Ness Avenue | Western Avenue | 9,648 | 10,136 | 488 | 5% | 8,904 | 9,182 | 278 | 3% | 19,318 | 6 | 6-8 | 54,000 | 0.34 | 0.36 | 0.01 | No |
| Metro | Imperial Highway | Major Highway | E/W | Western Avenue | Normandie Avenue | 16,492 | 17,080 | 588 | 4% | 14,828 | 15,187 | 359 | 2% | 32,267 | 6 | 6-8 | 54,000 | 0.58 | 0.60 | 0.02 | No |
| Metro | Imperial Highway | Major Highway | E/W | Normandie Avenue | Vermont Avenue | 16,189 | 17,093 | 904 | 6% | 14,374 | 15,184 | 810 | 6% | 32,277 | 6 | 6-8 | 54,000 | 0.57 | 0.60 | 0.03 | No |
| Metro | Century Boulevard | Major Highway | E/W | Van Ness Avenue | Western Avenue | 17,301 | 18,386 | 1,085 | 6% | 16,645 | 17,525 | 880 | 5% | 35,911 | 6 | 6-8 | 54,000 | 0.63 | 0.67 | 0.04 | No |
| Metro | Century Boulevard | Major Highway | E/W | Western Avenue | Normandie Avenue | 14,665 | 15,707 | 1,042 | 7% | 14,809 | 15,494 | 685 | 5% | 31,201 | 4 | 6-8 | 54,000 | 0.55 | 0.58 | 0.03 | No |
| Metro | Gage Avenue | Secondary Highway | E/W | Central Avenue | Hooper Avenue | 11,678 | 12,182 | 504 | 4% | 12,766 | 13,074 | 308 | 2% | 25,256 | 4 | 4 | 36,000 | 0.68 | 0.70 | 0.02 | No |
| Metro | Gage Avenue | Secondary Highway | E/W | Hooper Avenue | Compton Avenue | 11,392 | 11,658 | 266 | 2% | 12,180 | 12,187 | 7 | 0% | 23,845 | 4 | 4 | 36,000 | 0.65 | 0.66 | 0.01 | No |
| Metro | Gage Avenue | Secondary Highway | E/W | Compton Avenue | Metro Blue Line | 12,078 | 12,165 | 87 | 1% | 12,385 | 12,467 | 82 | 1% | 24,632 | 4 | 4 | 36,000 | 0.68 | 0.68 | 0.00 | No |
| Metro | Gage Avenue | Secondary Highway | E/W | Holmes Avenue | Wilmington Avenue | 12,645 | 12,905 | 260 | 2% | 12,781 | 12,978 | 197 | 2% | 25,883 | 4 | 4 | 36,000 | 0.71 | 0.72 | 0.01 | No |
| Metro | Long Beach Boulevard | Major Highway | N/S | Florence Avenue | Broadway | 4,968 | 5,165 | 197 | 4% | 5,329 | 5,572 | 243 | 5% | 10,737 | 4 | 6-8 | 54,000 | 0.19 | 0.20 | 0.01 | No |
| Metro | Santa Fe Avenue | Major Highway | N/S | Florence Avenue | Nadeau Street | 10,384 | 10,222 | -162 | -2% | 11,036 | 10,962 | -74 | -1% | 21,184 | 4 | 6-8 | 54,000 | 0.40 | 0.39 | 0.00 | No |
| Metro | Santa Fe Avenue | Major Highway | N/S | Nadeau Street | Broadway | 14,618 | 15,683 | 1,065 | 7% | 15,124 | 16,324 | 1,200 | 8% | 32,007 | 4 | 6-8 | 54,000 | 0.55 | 0.59 | 0.04 | No |
| Metro | Santa Fe Avenue | Major Highway | N/S | Broadway | Sale Place | 5,923 | 6,073 | 150 | 3% | 6,460 | 6,737 | 277 | 4% | 12,810 | 4 | 6-8 | 54,000 | 0.23 | 0.24 | 0.01 | No |
| Metro | Santa Fe Avenue | Major Highway | N/S | Sale Place | Firestone Boulevard | 5,619 | 5,983 | 364 | 6% | 5,120 | 5,809 | 689 | 13% | 11,792 | 4 | 6-8 | 54,000 | 0.20 | 0.22 | 0.02 | No |
| Metro | Nadeau Street | Secondary Highway | E/W | Central Avenue | Hooper Avenue | 2,072 | 2,242 | 170 | 8% | 2,722 | 2,897 | 175 | 6% | 5,139 | 4 | 4 | 36,000 | 0.13 | 0.14 | 0.01 | No |
| Metro | Nadeau Street | Secondary Highway | E/W | Hooper Avenue | Compton Avenue | 6,700 | 7,629 | 929 | 14% | 6,948 | 7,957 | 1,009 | 15% | 15,586 | 4 | 4 | 36,000 | 0.38 | 0.43 | 0.05 | No |
| Metro | Nadeau Street | Secondary Highway | E/W | Compton Avenue | Maie Avenue | 7,822 | 8,566 | 744 | 10% | 7,952 | 8,695 | 743 | 9% | 17,261 | 4 | 4 | 36,000 | 0.44 | 0.48 | 0.04 | No |
| Metro | Nadeau Street | Secondary Highway | E/W | Maie Avenue | Walnut Drive | 8,487 | 9,215 | 728 | 9% | 8,573 | 9,273 | 700 | 8% | 18,488 | 4 | 4 | 36,000 | 0.47 | 0.51 | 0.04 | No |
| Metro | Nadeau Street | Secondary Highway | E/W | Walnut Drive | Bell Avenue | 10,259 | 10,948 | 689 | 7% | 10,074 | 10,679 | 605 | 6% | 21,627 | 4 | 4 | 36,000 | 0.56 | 0.60 | 0.04 | No |
| Metro | Nadeau Street | Secondary Highway | E/W | Bell Avenue | Crockett Boulevard | 7,402 | 7,400 | -2 | 0% | 7,574 | 7,545 | -29 | 0% | 14,945 | 4 | 4 | 36,000 | 0.42 | 0.42 | 0.00 | No |
| Metro | Nadeau Street | Secondary Highway | E/W | Crockett Boulevard | Alameda Street | 8,661 | 8,786 | 125 | 1% | 8,594 | 8,597 | 3 | 0% | 17,383 | 4 | 4 | 36,000 | 0.48 | 0.48 | 0.00 | No |
| Metro | Nadeau Street | Secondary Highway | E/W | Alameda Street | Santa Fe Avenue | 17,306 | 18,312 | 1,006 | 6% | 17,126 | 18,103 | 977 | 6% | 36,415 | 4 | 4 | 36,000 | 0.96 | 1.01 | 0.06 | Yes |
| Metro | Hooper Avenue | Secondary Highway | N/S | Slauson Avenue | Gage Avenue | 6,261 | 6,692 | 431 | 7% | 6,237 | 6,463 | 226 | 4% | 13,155 | 4 | 4 | 36,000 | 0.35 | 0.37 | 0.02 | No |
| Metro | Hooper Avenue | Secondary Highway | N/S | Gage Avenue | Florence Avenue | 2,548 | 2,588 | 40 | 2% | 2,718 | 2,682 | -36 | -1% | 5,270 | 2 | 4 | 36,000 | 0.15 | 0.15 | 0.00 | No |
| Metro | Hooper Avenue | Secondary Highway | N/S | Florence Avenue | Nadeau Street | 5,520 | 5,484 | -36 | -1% | 5,358 | 5,256 | -102 | -2% | 10,740 | 4 | 4 | 36,000 | 0.30 | 0.30 | 0.00 | No |
| Metro | Hooper Avenue | Secondary Highway | N/S | Nadeau Street | Manchester Avenue | 5,430 | 6,189 | 759 | 14% | 5,306 | 6,020 | 714 | 13% | 12,209 | 4 | 4 | 36,000 | 0.30 | 0.34 | 0.04 | No |
| Metro | Central Avenue | Secondary Highway | N/S | Manchester Avenue | 92nd Street | 5,229 | 5,348 | 119 | 2% | 5,857 | 6,134 | 277 | 5% | 11,482 | 4 | 4 | 36,000 | 0.31 | 0.32 | 0.01 | No |
| Metro | N Eastern Avenue | Secondary Highway | N/S | City Terrace Drive | Floral Drive | 10,627 | 9,896 | -731 | -7% | 11,132 | 9,982 | -1,150 | -10% | 19,878 | 4 | 4 | 36,000 | 0.60 | 0.55 | -0.05 | No |
| Metro | N Eastern Avenue | Secondary Highway | N/S | Floral Drive | Cesar Chavez Avenue | 8,540 | 8,473 | -67 | -1% | 8,790 | 8,923 | 133 | 2% | 17,396 | 4 | 4 | 36,000 | 0.48 | 0.48 | 0.00 | No |
| Metro | N Eastern Avenue | Secondary Highway | N/S | Cesar Chavez Avenue | 1st Street | 9,469 | 10,912 | 1,443 | 15% | 8,743 | 10,068 | 1,325 | 15% | 20,980 | 4 | 4 | 36,000 | 0.51 | 0.58 | 0.08 | No |
| Metro | N Eastern Avenue | Secondary Highway | N/S | 1st Street | SR-60 Freeway | 9,042 | 10,875 | 1,833 | 20% | 9,099 | 10,698 | 1,599 | 18% | 21,573 | 4 | 4 | 36,000 | 0.50 | 0.60 | 0.10 | No |
| Metro | N Eastern Avenue | Secondary Highway | N/S | SR-60 Freeway | Eagle Street | 7,760 | 8,979 | 1,219 | 16% | 8,794 | 9,384 | 590 | 7% | 18,363 | 4 | 4 | 36,000 | 0.46 | 0.51 | 0.05 | No |
| Metro | N Eastern Avenue | Secondary Highway | N/S | Eagle Street | Whittier Boulevard | 7,760 | 8,977 | 1,217 | 16% | 9,862 | 10,507 | 645 | 7% | 19,484 | 4 | 4 | 36,000 | 0.49 | 0.54 | 0.05 | No |
| Metro | N Eastern Avenue | Secondary Highway | N/S | Whittier Boulevard | I-710 Freeway South offramp | 8,351 | 10,491 | 2,140 | 26% | 12,693 | 14,092 | 1,399 | 11% | 24,583 | 4 | 4 | 36,000 | 0.58 | 0.68 | 0.10 | No |
| Metro | N Eastern Avenue | Secondary Highway | N/S | I-710 Freeway South offrar | Olympic Boulevard | 9,207 | 10,974 | 1,767 | 19% | 9,912 | 10,570 | 658 | 7% | 21,544 | 4 | 4 | 36,000 | 0.53 | 0.60 | 0.07 | No |
| Metro | N Eastern Avenue | Secondary Highway | N/S | Olympic Boulevard | Triggs Street | 10,930 | 10,473 | -457 | -4% | 9,338 | 9,927 | 589 | 6% | 20,400 | 4 | 4 | 36,000 | 0.56 | 0.57 | 0.00 | No |
| Metro | Atlantic Boulevard | Major Highway | N/S | 3rd Street/Pomona Boulev | Beverly Boulevard | 14,456 | 15,321 | 865 | 6% | 13,785 | 14,181 | 396 | 3% | 29,502 | 4 | 6-8 | 54,000 | 0.52 | 0.55 | 0.02 | No |
| Metro | Atlantic Boulevard | Major Highway | N/S | Beverly Boulevard | Whittier Boulevard | 12,614 | 13,513 | 899 | 7% | 12,563 | 13,159 | 596 | 5% | 26,672 | 4 | 6-8 | 54,000 | 0.47 | 0.49 | 0.03 | No |
| Metro | Atlantic Boulevard | Major Highway | N/S | Whittier Boulevard | Olympic Boulevard | 13,536 | 14,223 | 687 | 5% | 13,350 | 13,620 | 270 | 2% | 27,843 | 6 | 6-8 | 54,000 | 0.50 | 0.52 | 0.02 | No |
| Metro | Atlantic Boulevard | Major Highway | N/S | Olympic Boulevard | Ferguson Drive | 8,507 | 8,690 | 183 | 2% | 8,795 | 8,682 | -113 | -1% | 17,372 | 2 | 6-8 | 54,000 | 0.32 | 0.32 | 0.00 | No |
| Metro | Floral Drive | Secondary Highway | E/W | Eastern Avenue | Humphreys Avenue | 6,496 | 6,827 | 331 | 5% | 6,746 | 6,805 | 59 | 1% | 13,632 | 2 | 4 | 36,000 | 0.37 | 0.38 | 0.01 | No |
| Metro | Floral Drive | Secondary Highway | E/W | Humphrey's Avenue | Ford Boulevard | 6,502 | 6,587 | 85 | 1% | 5,877 | 6,485 | 608 | 10% | 13,072 | 2 | 4 | 36,000 | 0.34 | 0.36 | 0.02 | No |
| Metro | Floral Drive | Secondary Highway | E/W | Ford Boulevard | Corporate Center Drive | 5,573 | 5,883 | 310 | 6% | 5,178 | 5,506 | 328 | 6% | 11,389 | 2 | 4 | 36,000 | 0.30 | 0.32 | 0.02 | No |
| Metro | Floral Drive | Secondary Highway | E/W | Corporate Center Drive | Mednik Avenue | 3,070 | 3,486 | 416 | 14% | 2,541 | 2,571 | 30 | 1% | 6,057 | 4 | 4 | 36,000 | 0.16 | 0.17 | 0.01 | No |
| Metro | Floral Drive | Secondary Highway | E/W | Mednik Avenue | Bleakwood Avenue | 2,504 | 2,515 | 11 | 0% | 2,700 | 2,684 | -16 | -1% | 5,199 | 2 | 4 | 36,000 | 0.14 | 0.14 | 0.00 | No |
| Metro | Cesar Chavez Avenue | Secondary Highway | E/W | Indiana Street | Rowan Avenue | 7,949 | 8,407 | 458 | 6% | 7,786 | 8,326 | 540 | 7% | 16,733 | 4 | 4 | 36,000 | 0.44 | 0.46 | 0.03 | No |
| Metro | Cesar Chavez Avenue | Secondary Highway | E/W | Rowan Avenue | Gage Avenue | 7,593 | 7,812 | 219 | 3% | 7,215 | 7,558 | 343 | 5% | 15,370 | 4 | 4 | 36,000 | 0.41 | 0.43 | 0.02 | No |
| Metro | Cesar Chavez Avenue | Secondary Highway | E/W | Gage Avenue | Hazard Avenue | 10,764 | 11,537 | 773 | 7% | 10,396 | 11,287 | 891 | 9% | 22,824 | 4 | 4 | 36,000 | 0.59 | 0.63 | 0.05 | No |
| Metro | Cesar Chavez Avenue | Secondary Highway | E/W | Hazard Avenue | Eastern Avenue | 14,913 | 16,854 | 1,941 | 13% | 14,930 | 16,929 | 1,999 | 13% | 33,783 | 4 | 4 | 36,000 | 0.83 | 0.94 | 0.11 | No |
| Metro | Cesar Chavez Avenue | Secondary Highway | E/W | Eastern Avenue | Humphreys Avenue | 15,711 | 16,912 | 1,201 | 8% | 17,097 | 18,594 | 1,497 | 9% | 35,506 | 4 | 4 | 36,000 | 0.91 | 0.99 | 0.07 | No |
| Metro | Cesar Chavez Avenue | Secondary Highway | E/W | Humphrey's Avenue | Ford Boulevard | 14,495 | 16,046 | 1,551 | 11% | 12,566 | 14,078 | 1,512 | 12% | 30,124 | 4 | 4 | 36,000 | 0.75 | 0.84 | 0.09 | No |
| Metro | Cesar Chavez Avenue | Secondary Highway | E/W | Ford Boulevard | Mednik Avenue | 11,474 | 12,475 | 1,001 | 9% | 11,380 | 12,611 | 1,231 | 11% | 25,086 | 4 | 4 | 36,000 | 0.63 | 0.70 | 0.06 | No |
| Metro | Cesar Chavez Avenue | Secondary Highway | E/W | Mednik Avenue | Bleakwood Avenue | 5,125 | 5,393 | 268 | 5% | 5,410 | 5,784 | 374 | 7% | 11,177 | 4 | 4 | 36,000 | 0.29 | 0.31 | 0.02 | No |
| Metro | 1st Street | Secondary Highway | E/W | Indiana Street | Rowan Avenue | 4,163 | 4,857 | 694 | 17% | 4,677 | 5,190 | 513 | 11% | 10,047 | 4 | 4 | 36,000 | 0.25 | 0.28 | 0.03 | No |
| Metro | 1st Street | Secondary Highway | E/W | Rowan Avenue | Gage Avenue | 4,073 | 4,857 | 784 | 19% | 4,891 | 5,438 | 547 | 11% | 10,295 | 4 | 4 | 36,000 | 0.25 | 0.29 | 0.04 | No |
| Metro | 1st Street | Secondary Highway | E/W | Gage Avenue | Eastern Avenue | 4,809 | 6,159 | 1,350 | 28% | 5,412 | 6,708 | 1,296 | 24% | 12,867 | 4 | 4 | 36,000 | 0.28 | 0.36 | 0.07 | No |

**County of Los Angeles General Plan Update**
**Future 2035 No Project vs. Future 2035 Plus Project**

# APPENDIX B

| Planning Area | Street Name | Classification | Direction | Street Limits | | Northbound/Westbound | | | | Southbound/Eastbound | | | | 2-Way Future 2035 Plus Project Model ADT | Lanes (2035 Model) | County General Plan Designated Buildout Lanes | LA County Maximum Capacity at LOS E | Future No Project Model V/C | Future 2035 Plus Project Model V/C | Difference in Model V/C | Exceeds Capacity Thresholds AND Δ ≥ 0.02 (Yes/No) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | From | To | 2035 No Project Model ADT | 2035 With Project Model ADT | Difference | Percent Growth | 2035 No Project Model ADT | 2035 With Project Model ADT | Difference | Percent Growth | | | | | | | | |
| Metro | 1st Street | Secondary Highway | E/W | Eastern Avenue | Humphreys Avenue | 6,109 | 7,017 | 908 | 15% | 5,929 | 6,900 | 971 | 16% | 13,917 | 4 | 4 | 36,000 | 0.33 | 0.39 | 0.05 | No |
| Metro | 1st Street | Secondary Highway | E/W | Ford Boulevard | Mednik Avenue | 6,847 | 7,759 | 912 | 13% | 7,764 | 9,094 | 1,330 | 17% | 16,853 | 4 | 4 | 36,000 | 0.41 | 0.47 | 0.06 | No |
| Metro | 1st Street | Secondary Highway | E/W | Mednik Avenue | Bleakwood Avenue | 1,698 | 2,010 | 312 | 18% | 1,820 | 1,990 | 170 | 9% | 4,000 | 2 | 4 | 36,000 | 0.10 | 0.11 | 0.01 | No |
| Metro | 3rd Street | Major Highway | E/W | Indiana Street | Rowan Avenue | 10,370 | 10,291 | -79 | -1% | 12,255 | 12,093 | -162 | -1% | 22,384 | 4 | 6-8 | 54,000 | 0.42 | 0.41 | 0.00 | No |
| Metro | 3rd Street | Major Highway | E/W | Rowan Avenue | Gage Avenue | 8,614 | 8,362 | -252 | -3% | 10,806 | 10,820 | 14 | 0% | 19,182 | 4 | 6-8 | 54,000 | 0.36 | 0.36 | 0.00 | No |
| Metro | 3rd Street | Major Highway | E/W | Gage Avenue | Sunol Drive | 12,552 | 13,931 | 1,379 | 11% | 9,041 | 9,831 | 790 | 9% | 23,762 | 4 | 6-8 | 54,000 | 0.40 | 0.44 | 0.04 | No |
| Metro | 3rd Street | Major Highway | E/W | Sunol Drive | Eastern Avenue | 7,985 | 9,514 | 1,529 | 19% | 9,733 | 10,992 | 1,259 | 13% | 20,506 | 4 | 6-8 | 54,000 | 0.33 | 0.38 | 0.05 | No |
| Metro | 3rd Street | Major Highway | E/W | Eastern Avenue | Humphreys Avenue | 5,116 | 5,746 | 630 | 12% | 6,478 | 7,500 | 1,022 | 16% | 13,246 | 4 | 6-8 | 54,000 | 0.21 | 0.25 | 0.03 | No |
| Metro | 3rd Street | Major Highway | E/W | Ford Boulevard | Mednik Avenue | 5,056 | 5,207 | 151 | 3% | 6,141 | 6,283 | 142 | 2% | 11,490 | 2 | 6-8 | 54,000 | 0.21 | 0.21 | 0.01 | No |
| Metro | 3rd Street | Major Highway | E/W | Mednik Avenue | Beverly Boulevard | 17,929 | 19,270 | 1,341 | 7% | 20,431 | 21,447 | 1,016 | 5% | 40,717 | 6 | 6-8 | 54,000 | 0.71 | 0.75 | 0.04 | No |
| Metro | 3rd Street | Major Highway | E/W | Beverly Boulevard | Atlantic Boulevard | 6,115 | 6,635 | 520 | 9% | 8,436 | 8,723 | 287 | 3% | 15,358 | 6 | 6-8 | 54,000 | 0.27 | 0.28 | 0.01 | No |
| Metro | 3rd Street | Major Highway | E/W | Atlantic Boulevard | Hillview Avenue | 11,106 | 11,730 | 624 | 6% | 7,054 | 7,532 | 478 | 7% | 19,262 | 4 | 6-8 | 54,000 | 0.34 | 0.36 | 0.02 | No |
| Metro | Whittier Boulevard | Secondary Highway | E/W | Indiana Street | Ditman Avenue | 13,921 | 15,009 | 1,088 | 8% | 9,355 | 10,415 | 1,060 | 11% | 25,424 | 4 | 4 | 36,000 | 0.65 | 0.71 | 0.06 | No |
| Metro | Whittier Boulevard | Secondary Highway | E/W | Ditman Avenue | Rowan Avenue | 3,539 | 4,085 | 546 | 15% | 6,839 | 7,018 | 179 | 3% | 11,103 | 4 | 4 | 36,000 | 0.29 | 0.31 | 0.02 | No |
| Metro | Whittier Boulevard | Secondary Highway | E/W | Rowan Avenue | Sunol Drive | 5,034 | 5,530 | 496 | 10% | 7,902 | 7,786 | -116 | -1% | 13,316 | 4 | 4 | 36,000 | 0.36 | 0.37 | 0.01 | No |
| Metro | Whittier Boulevard | Secondary Highway | E/W | Sunol Drive | Eastern Avenue | 7,799 | 9,982 | 2,183 | 28% | 10,400 | 12,328 | 1,928 | 19% | 22,310 | 4 | 4 | 36,000 | 0.51 | 0.62 | 0.11 | No |
| Metro | Whittier Boulevard | Secondary Highway | E/W | Ford Boulevard | Arizona Avenue | 10,277 | 11,980 | 1,703 | 17% | 10,332 | 11,751 | 1,419 | 14% | 23,731 | 4 | 4 | 36,000 | 0.57 | 0.66 | 0.09 | No |
| Metro | Whittier Boulevard | Secondary Highway | E/W | Arizona Avenue | Atlantic Boulevard | 6,998 | 7,948 | 950 | 14% | 7,069 | 7,922 | 853 | 12% | 15,870 | 4 | 4 | 36,000 | 0.39 | 0.44 | 0.05 | No |
| Metro | Whittier Boulevard | Major Highway | E/W | Atlantic Boulevard | Belden Avenue | 6,229 | 7,516 | 1,287 | 21% | 6,529 | 7,687 | 1,158 | 18% | 15,203 | 4 | 6-8 | 54,000 | 0.24 | 0.28 | 0.05 | No |
| Metro | Whittier Boulevard | Major Highway | E/W | Belden Avenue | Gethart Avenue | 6,162 | 7,799 | 1,637 | 27% | 6,567 | 8,021 | 1,454 | 22% | 15,820 | 4 | 6-8 | 54,000 | 0.24 | 0.29 | 0.06 | No |
| Metro | Whittier Boulevard | Major Highway | E/W | Gethart Avenue | Hendricks Avenue | 5,826 | 7,382 | 1,556 | 27% | 6,328 | 7,777 | 1,449 | 23% | 15,159 | 4 | 6-8 | 54,000 | 0.23 | 0.28 | 0.06 | No |
| Metro | Whittier Boulevard | Major Highway | E/W | Hendrick Avenue | Garfield Avenue | 6,008 | 6,647 | 639 | 11% | 6,719 | 7,245 | 526 | 8% | 13,892 | 4 | 6-8 | 54,000 | 0.24 | 0.26 | 0.02 | No |
| Metro | Olympic Boulevard | Major Highway | E/W | Indiana Street | Rowan Avenue | 13,854 | 13,975 | 121 | 1% | 17,198 | 16,986 | -212 | -1% | 30,961 | 4 | 6-8 | 54,000 | 0.58 | 0.57 | 0.00 | No |
| Metro | Olympic Boulevard | Major Highway | E/W | Rowan Avenue | Sunol Drive | 9,159 | 10,108 | 949 | 10% | 7,806 | 8,596 | 790 | 10% | 18,704 | 4 | 6-8 | 54,000 | 0.31 | 0.35 | 0.03 | No |
| Metro | Olympic Boulevard | Major Highway | E/W | Sunol Drive | Eastern Avenue | 11,421 | 11,904 | 483 | 4% | 9,224 | 9,810 | 586 | 6% | 21,714 | 4 | 6-8 | 54,000 | 0.38 | 0.40 | 0.02 | No |
| Metro | Olympic Boulevard | Major Highway | E/W | Ford Boulevard | Arizona Avenue | 11,063 | 12,760 | 1,697 | 15% | 13,175 | 14,905 | 1,730 | 13% | 27,665 | 4 | 6-8 | 54,000 | 0.45 | 0.51 | 0.06 | No |
| Metro | Olympic Boulevard | Major Highway | E/W | Arizona Avenue | Atlantic Boulevard | 7,470 | 8,891 | 1,421 | 19% | 9,226 | 10,679 | 1,453 | 16% | 19,570 | 4 | 6-8 | 54,000 | 0.31 | 0.36 | 0.05 | No |
| Metro | Olympic Boulevard | Major Highway | E/W | Atlantic Boulevard | Goodrich Boulevard | 7,054 | 7,586 | 532 | 8% | 8,157 | 8,600 | 443 | 5% | 16,186 | 4 | 6-8 | 54,000 | 0.28 | 0.30 | 0.02 | No |
| Metro | Olympic Boulevard | Major Highway | E/W | Goodrich Boulevard | Gethart Avenue | 7,256 | 8,410 | 1,154 | 16% | 7,552 | 8,603 | 1,051 | 14% | 17,013 | 4 | 6-8 | 54,000 | 0.27 | 0.32 | 0.04 | No |
| Metro | Olympic Boulevard | Major Highway | E/W | Gethart Avenue | Hendricks Avenue | 7,256 | 8,410 | 1,154 | 16% | 7,552 | 8,603 | 1,051 | 14% | 17,013 | 4 | 6-8 | 54,000 | 0.27 | 0.32 | 0.04 | No |
| Metro | Olympic Boulevard | Major Highway | E/W | Hendrick Avenue | Garfield Avenue | 7,303 | 8,454 | 1,151 | 16% | 7,499 | 8,594 | 1,095 | 15% | 17,048 | 4 | 6-8 | 54,000 | 0.27 | 0.32 | 0.04 | No |
| Santa Monica Mountains | Kanan Dume Road | Major Highway | N/S | Latigo Canyon Road | Pacific Coast Highway | 3,987 | 4,896 | 909 | 23% | 4,048 | 4,725 | 677 | 17% | 9,621 | 2 | 6-8 | 54,000 | 0.15 | 0.18 | 0.03 | No |
| Santa Monica Mountains | Kanan Dume Road | Major Highway | N/S | Mulholland Highway | Latigo Canyon Road | 3,987 | 4,896 | 909 | 23% | 4,048 | 4,725 | 677 | 17% | 9,621 | 2 | 6-8 | 54,000 | 0.15 | 0.18 | 0.03 | No |
| Santa Monica Mountains | Kanan Dume Road | Major Highway | N/S | Triunfo Canyon Road | Mullholland Highway | 3,470 | 4,960 | 1,490 | 43% | 3,764 | 5,044 | 1,280 | 34% | 10,004 | 2 | 6-8 | 54,000 | 0.13 | 0.19 | 0.05 | No |
| Santa Monica Mountains | Kanan Dume Road | Major Highway | N/S | Sierra Creek Road | Triunfo Canyon Road | 9,158 | 10,320 | 1,162 | 13% | 10,382 | 10,823 | 441 | 4% | 21,143 | 2 | 6-8 | 54,000 | 0.36 | 0.39 | 0.03 | No |
| Santa Monica Mountains | Kanan Dume Road | Major Highway | N/S | Troutdale Drive | Sierra Creek Road | 9,134 | 10,224 | 1,090 | 12% | 10,210 | 10,616 | 406 | 4% | 20,840 | 2 | 6-8 | 54,000 | 0.36 | 0.39 | 0.03 | No |
| Santa Monica Mountains | Kanan Dume Road | Major Highway | N/S | Cornell Road | Troutdale Drive | 5,378 | 6,663 | 1,285 | 24% | 6,788 | 7,238 | 450 | 7% | 13,901 | 2 | 6-8 | 54,000 | 0.23 | 0.26 | 0.03 | No |
| Santa Monica Mountains | Malibu Canyon Road | Major Highway | N/S | Adamson Flat/Palm Canyo | Piuma Road | 8,366 | 9,996 | 1,630 | 19% | 8,269 | 9,591 | 1,322 | 16% | 19,587 | 2 | 6-8 | 54,000 | 0.31 | 0.36 | 0.05 | No |
| Santa Monica Mountains | Malibu Canyon Road | Major Highway | N/S | Piuma Road | Mullholland Highway | 7,421 | 8,088 | 667 | 9% | 7,759 | 8,541 | 782 | 10% | 16,629 | 2 | 6-8 | 54,000 | 0.28 | 0.31 | 0.03 | No |
| Santa Monica Mountains | Malibu Canyon Road | Major Highway | N/S | Mullholland Highway | Lost Hills Road | 8,759 | 9,778 | 1,019 | 12% | 8,930 | 9,745 | 815 | 9% | 19,523 | 2 | 6-8 | 54,000 | 0.33 | 0.36 | 0.03 | No |
| Santa Monica Mountains | Topanga Canyon Boulevard (SR-27) | Secondary Highway | N/S | Pacific Coast Highway | Fernwood Pacific Drive | 10,500 | 10,608 | 108 | 1% | 11,045 | 11,386 | 341 | 3% | 21,994 | 2 | 4 | 36,000 | 0.60 | 0.61 | 0.01 | No |
| Santa Monica Mountains | Topanga Canyon Boulevard (SR-27) | Secondary Highway | N/S | Fernwood Pacific Drive | Old Topanga Canyon Road | 11,346 | 11,976 | 630 | 6% | 12,449 | 12,884 | 435 | 3% | 24,860 | 2 | 4 | 36,000 | 0.66 | 0.69 | 0.03 | No |
| Santa Monica Mountains | Topanga Canyon Boulevard (SR-27) | Secondary Highway | N/S | Old Tapanga Canyon Road | Keller Road | 5,100 | 6,245 | 1,145 | 22% | 5,947 | 6,317 | 370 | 6% | 12,562 | 2 | 4 | 36,000 | 0.31 | 0.35 | 0.04 | No |
| Santa Monica Mountains | Mulholland Highway | Expressway | E/W | Lechusa Road | Kanan Road | 4,108 | 6,032 | 1,924 | 47% | 3,684 | 5,657 | 1,973 | 54% | 11,689 | 2 | 4-8 | 44,000 | 0.18 | 0.27 | 0.09 | No |
| Santa Monica Mountains | Mulholland Highway | Expressway | E/W | Kanan Road | Sierra Creek Road | 686 | 1,059 | 373 | 54% | 494 | 939 | 445 | 90% | 1,998 | 2 | 4-8 | 44,000 | 0.03 | 0.05 | 0.02 | No |
| Santa Monica Mountains | Mulholland Highway | Expressway | E/W | Sierra Creek Road | Troutdale Drive | 857 | 1,266 | 409 | 48% | 519 | 1,036 | 517 | 100% | 2,302 | 2 | 4-8 | 44,000 | 0.03 | 0.05 | 0.02 | No |
| Santa Monica Mountains | Mulholland Highway | Expressway | E/W | Troutdale Drive | Lake Vista Drive | 4,280 | 4,644 | 364 | 9% | 4,275 | 4,597 | 322 | 8% | 9,241 | 2 | 4-8 | 44,000 | 0.19 | 0.21 | 0.02 | No |
| Santa Monica Mountains | Mulholland Highway | Expressway | E/W | Lake Vista Drive | Cornell Road | 1,063 | 1,213 | 150 | 14% | 1,170 | 1,239 | 69 | 6% | 2,452 | 2 | 4-8 | 44,000 | 0.05 | 0.06 | 0.00 | No |
| Santa Monica Mountains | Mulholland Highway | Expressway | E/W | Cornell Road | Udell Road | 5,423 | 5,632 | 209 | 4% | 5,683 | 6,211 | 528 | 9% | 11,843 | 2 | 4-8 | 44,000 | 0.25 | 0.27 | 0.02 | No |
| Santa Monica Mountains | Mulholland Highway | Expressway | E/W | Udell Road | Las Virgenes Road | 5,423 | 5,632 | 209 | 4% | 5,683 | 6,211 | 528 | 9% | 11,843 | 2 | 4-8 | 44,000 | 0.25 | 0.27 | 0.02 | No |
| Santa Monica Mountains | Mulholland Highway | Expressway | E/W | Las Virgenes Road | Cold Canyon Road | 3,297 | 3,707 | 410 | 12% | 3,390 | 3,800 | 410 | 12% | 7,507 | 2 | 4-8 | 44,000 | 0.15 | 0.17 | 0.02 | No |
| Santa Monica Mountains | Mulholland Highway | Expressway | E/W | Cold Canyon Road | Stunt Road | 2,430 | 2,886 | 456 | 19% | 2,894 | 4,009 | 1,115 | 39% | 6,895 | 2 | 4-8 | 44,000 | 0.12 | 0.16 | 0.04 | No |